















Sophamore Mr. Pearce

# HISTORY OF NEW BEDFORD

---

Under the Editorial Direction of  
**ZEPHANIAH W. PEASE**  
Editor of The Morning Mercury



VOLUME I

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ILLUSTRATED

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## INTRODUCTION

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A reason for this work may be found in the fact that it is twenty-five years since a history of New Bedford was written. In that period New Bedford has advanced industrially until it is the first city in the United States in the value of textile products turned out by its mills, which supports the claim that New Bedford now takes first rank among all the cities in the country in the cotton manufacturing industry. This position was achieved in the last quarter of a century and the wonderful story of industrial development, with a record of the men of this generation who have wrought the achievement, should be made a matter of record.

In the period, furthermore, a vast quantity of material relating to our early history has come to light. Records have been discovered which have never appeared in any of the earlier histories, which should be preserved in permanent form. For example, only a few years ago William W. Crapo came across a portfolio written by his father, the late Henry Howland Crapo, a New Bedford man who became Governor of Michigan. Its contents had not been disturbed for more than fifty years. It turned out to be a transcript of narratives received at first hand of the story of the British raid upon the village of Dartmouth in 1778. This record is now in the custody of the Old Dartmouth Historical Society, which has accumulated thousands of pages of local history that have never appeared in print outside of the bulletins of the society. Much material from those virgin sources are incorporated in the pages which follow.

New Bedford has been particularly fortunate in men and women whose interest in the affairs of the community have led them to contribute to treasures in manuscript stored in the archives of the Free Public Library and the Historical Society. Of published histories, there are two of pretence. The first is that by Daniel Ricketson, published in 1857. This small volume grew out of a paper prepared by Mr. Ricketson for the local Lyceum in 1831. Mr. Ricketson subsequently wrote a series of historical articles for the New Bedford "Mercury," which were later published in book form. The mass of material is not presented with much regard to sequence or balance. None better realized this than Mr. Ricketson, who in one of his earlier prefaces claimed the chief value of the publication to lie in the preservation of fragments, "so that those who come after us," he wrote, "may have a nucleus round which to form a full and complete history when our youthful city shall take its place, as it

is evidently destined at no very distant day to do, if it has not already, among the chief cities of the country." All subsequent historians have drawn upon this source. It was a long interval before a second history appeared, which was that compiled by Leonard B. Ellis and published in 1802. These histories are now out of print, and it is interesting to consider that the little volume to which Mr. Ricketson gave loving care and cherished with pride now brings five dollars a volume at old book shops, whereas in Mr. Ricketson's day he could not dispose of his edition at a dollar and a half a volume.

But while the number of published histories is so limited, there is the mass of vagrant material to which we have alluded. It is constantly revealed in ancient attics and other fascinating places. Old manuscripts record not only matters of great historical value, but little details, as well as stories of men and women who lived in the high and far-off times. Through this habit of a group of narrators, we have preserved to us such information as the identity of the first man who drove a horse on Purchase street, and the first man in the town to wear suspenders, and similar annals of the days when this was a quiet neighborhood.

William Logan Fisher, who married a daughter of the late Samuel Rodman, wrote reminiscences in the later days of his life, and the manuscript is still preserved. The late James B. Congdon was an indefatigable recorder of quaint and curious events in connection with our early history, making a specialty of incidents which would otherwise have been overlooked; and it is the judgment of historians that he used rare good discrimination. One of the most delightful of these records, only a chosen few have been permitted to read, but it will one day, it is trusted, find a repository with the Historical Society. At present its custodians are opposed to its publication, since it touches the innermost affairs of some of our old families. This is a diary kept with the faithfulness of Mr. Pepys, and not without the charm of that famous recorder, by the late Joseph R. Anthony, in the period of 1820. It contains a record of the business of the day, including statistics of oil receipts and shipments, and stories of daily incidents, such as the journey of William Rotch in his chaise to take the boat at Newport for New York. But more important than all, is a social record. Mr. Anthony was a companion of James Arnold, and married Catherine Russell, who was one of three sisters who were the belles of the town in an older day. Lydia Russell married Governor Swain, and Sarah Russell married Joseph Grinnell. These young women loved dancing and music, and they were disciplined therefor by the Society of Friends to which they belonged. There are intimate Quaker records, and the diary is a fascinating chronicle.

The addresses of William W. Crapo, who enjoys the title of our First Citizen, made on various public occasions, are full of grace and charm, as well as historical lore; and Henry H. Crapo, his son, is a contributor to local historical literature. The community is deeply indebted

to the indefatigable work of Henry B. Worth along many lines of research, and he has assembled a great deal of material representing great labor and painstaking.

From all these and many other sources we have drawn. While there cannot be variety in the bare facts of early history, we have pursued the policy of treating with less detail and circumstance the events in early Indian and colonial history which the historians who have preceded us have covered, elaborating on the personal side of events and episodes where new material has been available to supplement and embellish the older histories.

ZEPHANIAH W. PEASE.





## CHAPTER I.

### The Beginnings.—An Old-Time Picture of New Bedford.

The stranger within the gates of the city is quickly impressed by its contradictions of aspect. If he comes by train, his first glimpse is of stretches of great mills, congeries of tenement blocks in garish new streets—all modern. There is nothing in the first appearance that suggests tradition, or a city of mature and mellow charm.

But later, when he walks about the old town, he comes upon the great estates of a far-off day, when men of fortune and taste could command room to indulge their spacious fancies. Stately mansions of stone and wood, set back from the street, surrounded by extensive lawns and ancient trees, with old-fashioned gardens, the flower beds bordered by box, and arbors overgrown with roses. These mansions are places of distinction, suggesting caste, aloofness and tradition. In the ancient days County street, or County "road," as it was called, was lined with patrician homes. Great elms towered in cathedral arches above the street, crowding into a shade; the lindens were sweet with blossoms and musical with the hum of bees: the birds sang in the branches; the grass was green in the wayside; in the pleasant gardens the flowers grew sweet and fair in the sunshine, and when the day was done

Gray twilight poured  
On dewy pastures, dewy trees,  
Softer than sleep—all things in order stood  
A haunt of ancient Peace.

The sight of these manifestations of wealth and culture beguiles us into telling the story of the romantic age of New Bedford's history, when it led the world in the fascinating industry of whaling, and to continue the tale to the present day, a story of brave men who turned from a unique industry supplanted by modern discovery to a manufacturing avocation, in which it achieved first place. Thereby, New Bedford possesses the unusual distinction of being a city in which the clock has struck twelve twice in succession.

Since we have started with description, we may continue for a while. New Bedford has been fortunate in having admirers from early times who left records behind. Bartholomew Gosnold came in 1602, bringing a group of gentlemen adventurers, among whom was an accomplished journalist, as well as a historian who wrote an account of the voyage, which he presented to Sir Walter Raleigh. Gosnold was searching out a direct course to Virginia, and he discovered the group of islands at the mouth of Buzzards Bay, building a fortification on an islet in a fresh water pond on the island of Cuttyhunk. This was Gosnold's rendezvous.

He crossed the bay and discovered the Acushnet river, on the west bank of which New Bedford was built. Here Gosnold found "stately groves, flowery meadows and running brooks." Even at that day the hospitality of the people was conspicuous, for it is recorded that "on the shore he was met by a company of natives, men, women and children, who with all courteous kindness entertained him, giving him skins of wild beasts, tobacco, turtles, hemp, artificial strings colored (wampum) and such like things as they had about them."

Skipping over many periods, to be filled in in succeeding chapters, we come to the golden age of whaling, when Herman Melville, whose story "Moby Dick" is the finest contribution to the literature of whaling, preserved to us a description of New Bedford in the late '50s which whets interest. Writes Melville:

In thoroughfares nigh the docks, any considerable seaport will frequently offer to view the queerest looking nondescripts from foreign parts. Even in Broadway and Chestnut streets, Mediterranean mariners will sometimes jostle the affrighted ladies. Regent street is not unknown to Lascars and Malays; and at Bombay, in the Apollo Green, live Yankees who have often scared the natives. But New Bedford beats all Water street and Wapping. In these last mentioned haunts you see only sailors but in New Bedford, actual cannibals stand chattering at street corners; savages outright; many of whom yet carry on their bones unholy flesh. It makes a stranger stare.

But besides the Feejeeans, Tongatabooars, Erromangoans, Pannanians, and Brighgians, and, besides the wild specimens of the whaling craft which unheeded reel about the streets, you will see other sights still more curious, certainly more comical. There weekly arrive in this town scores of green Vermonters and New Hampshire men, all athirst for gain and glory in the fishery. They are mostly young, of stalwart frames; fellows who have felled forests, and now seek to drop the axe and snatch the whale-lance. Many are as green as the Green Mountains whence they came. In some things you would think them but a few hours old. Look there! that chap strutting round the corner. He wears a beaver hat and swallow-tailed coat, girdled with a sailor belt and sheath knife. Here comes another with a sou'-wester and a bombazine cloak.

No town-bred dandy will compare with a country-bred one—I mean a downright bumpkin dandy—a fellow that, in the dog days, will mow his two acres in buckskin gloves for fear of tanning his hands. Now when a country dandy like this takes it into his head to make a distinguished reputation, and joins the great whale-fishery, you should see the comical things he does upon reaching the sea-port. In bespeaking his sea outfit, he orders bell-buttons to his waistcoats; straps to his canvas trousers. Ah, poor Hay Seed! how bitterly you will burst those straps in the first howling gale, when thou art driven, straps, button, and all, down the throat of the tempest.

But think not that this famous town has only harpooners, cannibals, and bumpkins to show her visitors. Nowhere in all America will you find more patrician-like houses; parks and gardens more opulent, than in

New Bedford. Whence came they; how planted upon this once scraggy scoria of a country?

Go and gaze on the iron emblematical harpoons round yonder lofty mansion, and your question will be answered. Yes; all these brave houses and flowery gardens came from the Atlantic, Pacific, and Indian oceans. One and all, they were harpooned and dragged up hither from the bottom of the sea. Can Herr Alexander perform a feat like this?

In New Bedford, fathers, they say, give whales for dowers to their daughters, and portion off their nieces with a few porpoises apiece. You must go to New Bedford to see a brilliant wedding; for, they say, they have reservoirs of oil in every house, and every night recklessly burn their lengths in spermaceti candles.

In summer time, the town is sweet to see; full of fine maples—long avenues of green and gold. And in April, high in air, the beautiful and bountiful horse-chestnuts, candelabra-wise, proffer the passer-by their tapering upright cones of congregated blossoms. So omnipotent is art, which in many a district of New Bedford has superinduced bright terraces of flowers upon the barren refuse rocks thrown aside at creation's final day.

And the women of New Bedford, they bloom like their own red roses. But roses only bloom in summer; whereas the fine carnation of their cheeks is perennial as sunlight in the seventh heavens. Elsewhere match that bloom of theirs, ye cannot, save in Salem, where they tell me the young girls breathe such musk, their sailor sweethearts smell them miles off shore, as though they were drawing nigh the odorous Moluccas instead of the Puritanic sands.

Those who visit New Bedford to-day will see such a city as Melville saw not, albeit a few of the fine mansions and opulent gardens remain. The city has now made the land tributary to her wealth. The old ships that crowded the wharves have gone. So have the industries allied to whaling—the oil refineries, the candle works, the cooper shops, the shops where harpoons and other articles of whalecraft were made. A new city has been builded. We shall tell the story of what New Bedford was and what it has retained and what it has become, a story of brave associations in which the past and present are inextricably blended, for it was the fathers who laid the foundation for the achievements which are the pride of the people of New Bedford.



## CHAPTER II.

### Early Days and Doings.

When in 1602 Bartholomew Gosnold discovered the group of islands known as the Elizabeth Islands (which he named in honor of his Queen), he left his men to build a fort and storehouse upon one of the group, while he crossed the bay (Buzzards) and discovered the mouth of the river (Acushnet) on the west shore of which later arose the city of New Bedford, Massachusetts. This was in March, and in June of the same year he sailed for England with his ship loaded with sassafras root, furs and other commodities purchased from the Indians, who had treated the strangers with "all courteous kindness." This is the first recorded commercial intercourse between New and Old England, and indicates the friendliness that at first existed between the English and the Indians. In 1620 came the "Mayflower" with her immortal body of men and women, who amid hardship and suffering founded a new nation. Other vessels with their bands of colonists arrived; Plymouth Colony became an established fact, Salem was settled in 1628, and Massachusetts Bay in 1630. From these and from later settlements went forth the pioneers who invaded the interior and forced their way up and down the coast, founding communities, and in due time Scituate, Middleboro, Taunton and Dartmouth became known as trading points and centres of civilization, with civic government schools and churches. It was not until 1652 that Dartmouth was purchased from the Indian, Sachem Massasoit, and his son Wamsutta, the old Indian deed naming as the purchasers, Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cooke, and "the rest of their associates or old comers."

The owners of the whole township of Dartmouth, which was divided into thirty-four shares, were named in Plymouth Colony records, Book 2, page 107, where the boundaries of the purchase are also set forth. The owners were: Mr. William Bradford, one whole part or share; Captain Standish, Mr. John Alden, Mr. Collyer and Sarah Brewster; Mr. Howland and William Bassett; George Morton, Manasses Kempton, James Hurst, John Dunham, Sr., John Shaw, Sr., Francis Cooke, John Cooke, Joshua Pratt, George Soule, Constant Southworth, Thomas Southworth, Miss Jennings, Steven Tracye, John Faunce, Henry Sampson, Philip Delanoye, Miss Warren, Robert Bartlett, William Palmer, Edward Dotye, Samuel Hickes, Peter Browne, Francis Sprague, Moses Simons, Samuel Eaton, Thomas Morton, Samuel Cutbert, Edward Holman, Edward Bumpus. While these were the owners of thirty-four shares into which the purchase was divided, there were other settlers in the township prior to 1652.

The town of Dartmouth was incorporated in 1664 and sent its first

representative, John Russell, to the General Court at Plymouth. John Cooke, one of the boys of the "Mayflower," and the only one of the original grantees of the town who became a resident, located his home in Oxford Village, Fairhaven. He was a Baptist preacher, represented the town at Plymouth court six years, was authorized to make contracts of marriage, administer oaths, perform various legal duties, and was one of the important men of the town. He died in 1694, and was buried at Burial Hill, Fairhaven. The will of William Wood, when probated, was found to contain this bequest: "And whereas the bodies of some persons that were of good account in their day were buried on the little hummock or island in the meadow at the foot of my homestead commonly called 'Burial Hill,' and I not willing that their graves be any way defaced do therefore in this my will hereby give the said hummock or island to or for a burying place forever." During King Philip's war the township of Dartmouth was laid waste by the Indians, many of the settlers lost their lives, homes were abandoned, and those who escaped death sought safety at the garrison houses located, one at Fairhaven, just north of the present site of Riverside Cemetery, at the home of John Cooke, and known as Cooke's Garrison; another on the north bank of the Apponagansett river, known as Russell's Garrison; the third on Palmer's Island. The demoralization of the township was so complete that for three years thereafter taxes were suspended, and the unfortunate settlers were relieved of other burdens. With the death of King Philip the difficulties with the Indians ended, the courage of the settlers revived, and the town again resumed its prosperous way. The Indian wars which wrought such damage might have been avoided, but the difficulties that beset the Pilgrims must be considered; and now, with the world in arms, no criticism is just that lays the blame for those years of suffering upon either of the parties thereto; both had provocation, both erred, and both suffered.

The devastation of the town of Dartmouth was so thorough and complete that for three years no attempt was made to reorganize and establish the government. At the town meeting held May 17, 1675, only a month previous to the destruction of the town by the Indians, "John Cooke was chosen deputy; John Russell, constable; Joseph Allinne, grand juryman; John Cooke, Arthur Hathaway and James Shaw, selectmen; William Earle, John Hawerd, Jr., and Thomas Briggs, surveyors." The first recorded town meeting after the war was held June 20, 1678. Seth Pope was chosen constable, and Arthur Hathaway grand juryman. Full town government was resumed in 1679, when John Cooke was again chosen deputy, and the town resumed an orderly permanent form of government. In 1685 the town was summoned to Plymouth court to explain why they had been remiss in providing for the support of a minister of the gospel amongst them. The outcome was that in 1686 it was

ordered by vote of the town that a meeting house be built that "shall be 24 feet long, 16 feet wide, 9 feet stud." Meetings of the Society of Friends were established in the township about the same time; the Dartmouth monthly meeting was organized in 1699, the first meeting house built on the site now occupied by the one in Apponegansett, and records of the society from that date until the present have been preserved. A little later the cause of education was given public attention, and in 1704-05 Daniel Shepherd was chosen schoolmaster, his salary "eighteen pounds and his debt." In 1728 it was voted "that there shall be two schoolmasters upon the town charge besides the grammar schoolmaster." The following record, passed in 1733, shows the manner and amount of compensation: Voted "that William Lake as grammar schoolmaster paid forty-five per annum;" voted "that all people who receive benefit of the said schoolmaster by sending their children shall frankly give said master their proportional part of his diet, washing and lodging as he shall be removed by order of the selectman." In 1730 two ministers, Philip Taber and Nicholas Davis, "were chosen and approbated as ministers to dispense the word of God and promote the gospel of Christ." At the town meeting held November 23, 1730, the town by vote placed itself on record against the sale of ardent spirits. In 1736 the bounds between Dartmouth and Tiverton were defined by the selectmen of the two towns. In 1739 a new town house was ordered built, Captain Samuel Willis, George Lawton and John Howland being chosen a committee to superintend its erection. In 1747 an effort was made to have Acushnet Village set off from Dartmouth, but it failed. In 1758 the township was compelled to furnish its quota of soldiers as follows:

Return of the men enlisted or impressed in Dartmouth for His Majestys Service within the Province of Massachusetts Bay in the regiment: Whereof: Ezra Richmond by—5 col. to be put under the immediate command of His Excellency Jeffrey Amherst, Esq., commander-in-chief of His Majestys Forces in North America, for the Invasion of Canada. Samuel Tripp, aged twenty-four; James Salter, seventeen; George Hack, thirty; Corn's Spooner, twenty-six; George Jenne, twenty-four; Josiah Warren, seventeen; Zernal (?) Haskell, thirty-four; Nathaniel Haskell, twenty-seven; Thomas Wilwoks (?), seventeen; Gideon Sherman, sixteen; Joseph Caswell, nineteen; James Jones, (Indian), twenty-three.

P. S. These men marched to Lake George, 1758.

A Muster Roll of the Company from Dartmouth in His Majesty's Service under the command of Baechiah Bassett Captain 1760; Samuel Tripp, Joseph Caswell, Josiah Drew, George Hack, Jehazael Jenny, James Jones, Gideon Sherman, Thomas Willcocks (all served seven months).

A Muster Roll of the Company of Foot in His Majesty's Service under Command of Captain James Andross in a regiment raised in Dartmouth by the Province of the Massachusetts Bay for the Reduction of Canada, Whereof: Thomas Doty, Esq.; Colonel; Privates, John Rouse,

James Spooner, William Willcocks, Aholiah Washburn, Philip Washburn, Isaac Wickom, John Peagon.

1760—Stephen Bennett inlisted March 10, aged twenty-two; Benjamin Brownell inlisted March 20, aged twenty-seven; Gideon Bennet inlisted March 17, aged eighteen; John Tucker born at Dartmouth, residence at Boston.

In this connection the following further extracts from the military records are of interest:

Pay Roll of the Company in His Majestys Service Under the command of Captain Josiah Dunbar, Esq: 1763; John Tobey (Fathers name Timothy) served from March 20 to November 19, Sylvanus Tobey Bazeliel Washburn, Thomas Washburn, Richard Charles Waist, (probably Waistcoat, as that name is found in the Roll), served from March 24 to November 19, as privates; George Hack served from March 22 to November 19.

List of officers Commanded for the end. Regiment of the Militia, First Company in Dartmouth in the County of Bristol, July, 1771; Captain Elnathan Tobey, First Lieutenant Samuel Pope, Second Lieutenant Elnathan Sampson, Ensign Chillingworth Foster (since made a lieutenant).

List of officers Commanded for the Second Regiment of Militia in the County of Bristol Zaccheus Tobey, 1st Major 1762.

First Company in Dartmouth; Captain Ebe'r Akin, Lieutenant Jona Winslow, Ensign Elhan Tobey.

Second Company in Dartmouth; Captain Job Almy, Lieutenant James Wilkey, En-sign Joshua Richmonds, Ensign Jerh. Gifford.

Third Company in Dartmouth: Captain Ezek Cornell, Lieutenant William Hix, Ensign Samuel Brownell, Lieutenant Benj. Davall.

Fourth Company in Dartmouth: Captain Benjamin Sherman, Lieutenant Thomas Dennes, Ensign John Babcock.

Fifth Company in Dartmouth: Captain Hezh. Winslow, Lieutenant Benj. Terry, Ensign James Clark.

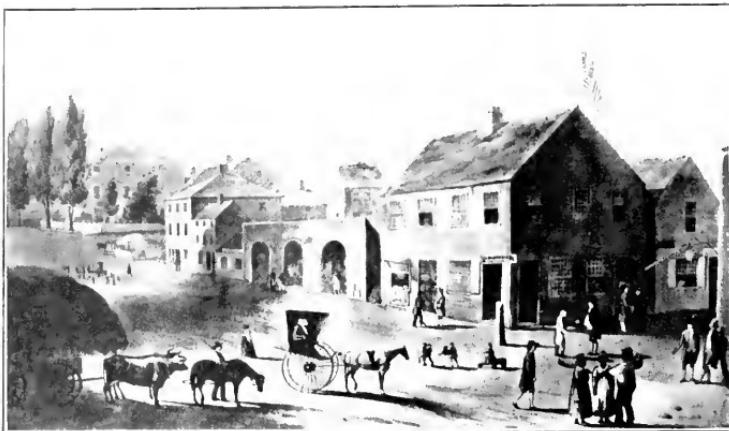
During the first century of the history of the town of Dartmouth, many settlers had located in the town, not attracted by its fertile soil, but had made their homes there far away from the large centres that they might enjoy religious freedom. The growth of the township was necessarily slow, and the events recorded in the foregoing pages comprise about all of public importance that transpired. Agriculture during the first century was the principal employment, and the land appears to have been taken up by a class not particularly Puritan, many of them Quakers whom the government at Plymouth, if court orders are an indication, found it difficult to control. A frugal and industrious people, the early settlers of Dartmouth do not appear to have been guilty of any other offense than the want of obedience to the rigid requirements of the court in regard to the support of a minister and the observance of the Sabbath. The efforts of the court were baffled with steady perseverance,

and in 1691 the payment of taxes was refused, and the town sent no representative to the General Court. There was the usual amount of friction between the religious sects, the Quakers coming in for their full share of persecution in Dartmouth as elsewhere. In 1724 John Tucker and Peleg Slocum refused to pay a tax for building a Presbyterian church at Chilmark, and their property on Elizabeth Islands was seized. Yet to the Quakers of Dartmouth and Tiverton, aided by the Baptists, must be given the honor of the first successful appeal for justice to the English government.

In 1723 John Atkins and Philip Tabor, of Dartmouth, Joseph Anthony and John Sisson, of Tiverton, were assessors of their several towns. Being Quakers and Baptists, they refused to collect the taxes imposed by the General Court of Massachusetts for the support of ministers, for which act of insubordination they were imprisoned in the common jail at New Bristol. When the case was argued before the King's Privy Council, it was decided that the officials must be released and the taxes remitted—a notable decision for the Society of Friends, as it marked the termination of the persecutions to which they had previously been subjected. The people of the town were frequently under rebuke of the General Court for negligence in military affairs. The chief military officer of the colony, writing in 1690 of Dartmouth, said: "They have not a man in the town that seems in the least to be concerned whether we have any military officers or no." A postscript to a general return of arms and ammunition indicates the same condition in 1757: "The four companies of the town of Dartmouth are deficient, and the biggest part of them are Quakers." In the years that followed, this same loyalty to their religious principles caused the Friends great distress and loss of property, as well as a charge of disloyalty to the government during the Revolution; but, notwithstanding their refusal to pay military taxes and to bear arms, they were as a people loyal in their sympathies for the cause of freedom, and there are several recorded instances of their having borne arms. In 1716 Dartmouth monthly meeting bore strong testimony against slavery, and a century and a half later New Bedford established a noble record as a city of refuge for the runaway slave and as a station on the "Underground Railroad."







NEW BEDFORD IN 1819.  
From an Old Painting by William A. Wall

The street was Main (now Union, at the corner of Water). opposite the store door, on which is the sign of Jahaziel Jenney, Jenney is represented as conversing with Peter Batney, the next on the right, and near the stone post at the northwest corner, are two figures intended for Abraham Russell and William Rotch, Jr. Still farther to the right, and opposite the barber's shop of Nathaniel Rogers, are Samuel Rodman, Sr., and Capt. Rowland R. Crocker. In front of them and near the northeast corner are two more figures, one intended for Mr. Wall's father, and the other, leaning against the corner of the store, was intended for no one in particular. Still further in front and near the group of colored persons, is Barnabas Taber; and in the chaise near the center of the picture, is William Rotch, Sr. The female near is Patty Hussey. The man by the side of the team may pass for Caleb Sherman. The boys in the free-wheeled cart were playmates of Mr. Wall, one of them George Howland Jr. Mr. Wall is represented as the driver. One of the three negroes in the foreground was Paul Cuffee, a minister.

## CHAPTER III.

### New Bedford as a Village.

While Dartmouth was for the first century of its existence an agricultural town, it was but natural that a village should spring into existence along the shores of the bay teeming with food and offering inducements to those who were inclined to a life of adventure.

The land at the mouth of the Acushnet river on the west side was the homestead farm of the Russells, and in 1760 John Loudon bought the first acre sold from that estate. His purchase lay just south of the Four Corners (Union and Water streets), and upon it he built a house in 1761. He was a caulkier by trade, and bought his land in a location suitable for a shipyard, the tide then flowing as far west as South Water street. At one time he kept an inn, and in the British raid of September 5, 1778, his house was one of those burned. In 1761 Benjamin Taber bought land and erected a structure suitable for boat-building and block-making, and there built the first whale boat in the village. His home, still standing, was built by Gideon Mosher, a carpenter, and was sold to Mr. Taber in 1765. John Allen, a carpenter, in 1761 built a home which he afterward sold. In 1762 Elnathan Sampson, a blacksmith from Wareham, bought a lot south of John Loudon; and along the County road (later County street) were the farm houses of Joseph Russell, Caleb Russell, Ephraim Kempton and Samuel Willis; while on the river front was a single wharf and a try house. Joseph Russell, the father of the village, was also the founder of the New Bedford whale fishery, in which a few small vessels were engaged as early as 1751. The voyages of these vessels, in size from forty to sixty tons, were made on the Atlantic coast, and were never more than two months in duration, and whale fishing as a business was limited by want of capital and experience. The land lying between the "Cove" and the head of the river was mostly owned by a few families: Commencing south with the Allens, thence north the Russells, Kemptons, Willises, Peckhams, Hathaways and Wrightingtons. These were all substantial farmers, living in large and comfortable farm houses generally built upon the west side of the County road, but the older farms were not included in the village.

Such was the condition in 1765, when the village gained a new inhabitant in the person of Joseph Rotch, an enterprising merchant from Nantucket, who bought ten acres of Joseph Russell, and smaller tracts in other parts of the town, notably in Fairhaven. Joseph Russell was then in mercantile business in the village, as well as being interested in whaling, and with the coming of Mr. Rotch the activities of the two men caused great activity in the little village at the mouth of the Acushnet,

which had been named Bedford, Russell being the family name of the Duke of Bedford. Later, when it was found that there was another Bedford in the colony, "New" was prefixed, and New Bedford, through her mariners and manufacturers, became known even to the remotest parts of the earth.

Joseph Rotch was born in 1704, son of William Rotch, who was born in Salisbury, England, in 1670, and came to New England about 1700, settling in Provincetown, Massachusetts, there becoming active and prominent in town affairs. He had two sons. Joseph, the eldest, settled in Nantucket, where he married Love Macey, a descendant of Thomas Macey, the first settler in Nantucket. He was a substantial merchant of Nantucket until 1765, when he settled in New Bedford. The ten acres he purchased from Joseph Russell were in the centre of what is now the business portion of New Bedford, his residence on what was formerly known as Rotch's Hill, Water street, a structure burned by the British in their raid of September 5, 1778, as was the home of his son, Joseph Rotch. The coming of Joseph Rotch was an event of great importance to New Bedford, as he possessed capital, business experience, sagacity and initiative, which he placed at the disposal of the young but healthy whaling industry. Vessels owned by Joseph Russell, Caleb Russell and William Tallman were employed in whale fishing, they going as far as the capes of Virginia, and returning to New Bedford to try out the blubber at the original try works near the foot of Centre street.

A new era of prosperity may be dated from the coming of Joseph Rotch in 1765, houses and shops multiplying, and the river front becoming a place of great activity. Population increased; ship-building was vigorously prosecuted; vessels were launched in quick successions,—and soon a respectable fleet was engaged in the coast fishery and in merchant service. The first ship built was in the yard owned by Francis Rotch (a son of Joseph Rotch), near what is known as Hazard's Wharf. This vessel, named the "Dartmouth," launched in 1767, was not only famous as the first ship built on Buzzards Bay, but as one of the fleet of tea ships that were boarded by the "Tea Party" in Boston Harbor, one of the stirring incidents of the pre-Revolutionary period. Another famous ship built during that early period was the "Bedford," a ship which first displayed the American flag in British waters. The coming of the "Bedford" is thus alluded to in Barnard's "History of England": "The ship 'Bedford,' Captain Moores, belonging to Massachusetts, arrived in the Downs on the 3rd of February, 1783, and was reported at the custom house on the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners and the Lords of the Council, on account of the many acts of Parliament in force against the rebels of America. She was loaded with four hundred and eighty-seven butts of whale oil, is American built, manned wholly by American

seamen, and belongs to the island of Nantucket in Massachusetts. This is the first vessel which has displayed the thirteen rebellious stripes of America in any British port." These two New Bedford built ships, the "Dartmouth" and the "Bedford," owned by the Rotch brothers, Francis and William, were thus closely associated with two great events—the "Boston Tea Party," antedating and aiding to incite the Revolution; and the first appearance of the victorious Stars and Stripes in the waters of the nation from whom independence had been won.

Many other vessels were built, and all went well with the settlement until the outbreak of the Revolution, which put a stop to ship-building, but not to activities of New Bedford ships and sailors. Other lines of industry had sprung into prosperous being, and the business of the pioneer merchant, the founder of New Bedford and the father of the whaling industry, Joseph Russell, had become one of great importance. The books of the first merchant of New Bedford, covering the period of 1770-1777, have been preserved, and show both prosperous trading and accurate careful bookkeeping. Joseph Russell had also built a structure for the manufacture of spermaceti candles, two rope walks made cordage for the outfitting of the vessels of the harbor, and a general condition of prosperity existed.

A similar condition existed in the village of Oxford, across the river, several large vessels being owned there by the Bennetts, Huddlestones and others. At Bellville, and further up the river, there were the shipyards of those noted builders, the Stetsons, several of the best of the earliest ships having been built there. In 1774 there were fifty or sixty vessels, mostly sloops and schooners, employed in the whale fishery from Bedford, a great proportion of which were captured and destroyed during the Revolution.

The population of New Bedford in 1775 could not have been over five hundred, as in 1795 it was only about one thousand.



## CHAPTER IV.

### The British Invasion.

While the town of Dartmouth had been intense in loyalty to the cause of independence, the village of Bedford had taken little active part; in fact, had attempted to curb the patriotic spirit of her neighbor across the river, Fairhaven. There were no privateers owned or fitted out from New Bedford, but the harbor was an important rendezvous for privateers which were mostly owned in Boston, Connecticut and Rhode Island. However, many Dartmouth men were engaged in privateering, and the very first naval exploit and capture recorded in the annals of the Revolution is placed to their credit; the date, May 13, 1775; the place, Dartmouth Harbor.

The war had tied up the whaling fleet, and a host of daring energetic men were without occupation. Naturally they turned to privateering—that product of war, a strange mixture of good and evil, prompting men to valiant deeds and noble sacrifices, and leading them to commit deeds of violence foreign to their nature. Commissions were issued to privateers by every coast State, and prize courts were established with authority to condemn such vessels as were claimed as prizes. Reliable authorities state that during the war more than six hundred privateers sailed from Massachusetts ports alone; Boston had a list of three hundred and sixty-five; Salem nearly one hundred and fifty. These vessels averaged about one hundred men and officers, all hardy fishermen or sailors, skilled mariners and able seamen. In 1776 English vessels to the number of three hundred and forty-two were reported captured by the Americans; and in 1777 a loss of four hundred and sixty-seven sail was reported, although the English government kept seventy cruisers on the American coast for the protection of their merchant marine. In 1780 the Admiralty Court in Boston condemned eight hundred and eighteen prizes; and in the month of May, 1779, eighteen prizes were brought into New London.

Certain ports on the coast possessing good harbors, easy of access and convenient for recruiting and for running in prizes, became very important centres, and not the least important was Dartmouth. Privateers shot in and out of the harbor to thread the coast in both directions, disappearing at the presence of an English war vessel only to pounce upon some unsuspecting merchantmen, which soon afterward would be a lawful prize anchored in Dartmouth or some other convenient harbor. While there is no written history of American privateering, a great deal has been published in various newspapers and magazines; but the most convincing proof of its magnitude and the loss it entailed upon the enemy's commerce is the fact that General Clinton sent such an enor-

mous army to lay waste the little township of Dartmouth. And not only Dartmouth felt the revengeful hand of British authority, but towns all along the Atlantic coast received similar visitations.

One of the most conspicuous figures in American naval history is John Paul Jones, a Scotchman by birth, a lieutenant in the navy at the age of twenty-nine, serving on the "Alfred" in 1776, himself unfurling the American flag the first time it was flung to the breeze on board that ship. Soon afterward he was given command of the "Providence," a fast sailing vessel mounting twelve guns, one of the fleet of thirteen vessels authorized by the Continental Congress, the official beginning of the United States navy. His first cruise in the "Providence" lasted forty-seven days, resulting in the capture of sixteen prizes. While commanding the "Providence" he frequently visited Dartmouth Harbor and his crew was often recruited from Dartmouth men. The "Providence," rated an armed sloop, was so successful that a British brig-of-war of nearly double the gun power of the American ship was ordered to cruise for her. The two vessels met, and after an obstinate and bloody contest the American sloop forced the powerful British brig to surrender, and brought her a prize into Dartmouth Harbor. It was said that the final broadside fired by the "Providence" was chiefly old spikes, bolts, and pieces of hoop iron. So near was the battle fought to New Bedford that when the vessels anchored in the harbor blood was yet running down the sides of the brig. The wounded of the crew who later died were brought on shore and buried in a small hillock near the shore, a short distance north of the spot once occupied by the wheel house of William Rotch's rope walk. The progress of improvement demanded the removal of these "unknown dead" not once, but twice, until finally they were laid in Oak Grove Cemetery. This activity of Dartmouth men as privateers marked the town for punishment, and for a second time in its history the scourge of war was laid heavily upon New Bedford and vicinity.

Freedom from interference by the English tempted New Bedford traders to engage in commercial ventures, and they accumulated considerable property. Under date of June 16, 1778, prominent men of Dartmouth expressed in a communication to the General Court their apprehension of attack, and an appreciation of their defenceless condition. As a result Colonel Crafts was ordered to Dartmouth with fifty men and four field pieces to act under orders of Colonel Edward Pope. Tory sympathizers kept the British fully informed, and a time for the raid was selected when the accumulation of property on the Acushnet was large and valuable, and all men capable of bearing arms had gone to Stone Bridge. The invading expedition was arranged with a view to strike terror, and every spectacular effect was used. An army of regulars, fully armed and equipped, entered the harbor in a large fleet piloted by two Tories, the force ten times more numerous than all the men residing

in the region. The purpose was to destroy, not to pillage, and the work of destruction was systematically conducted. The torch was applied only to structures devoted to manufacturing or mercantile purposes, but no attempt was made to prevent the spread of the flames to private houses. In their march of fifteen miles from Clarke's Point to Seconticut Neck, they accomplished a thorough work of devastation, the British commander reporting to his chief that he had carried out his orders "in the fullest manner." Five years later Stephen Peckham, Jabez Barker and Edward Pope, selectmen of Dartmouth, reported to the General Court that the value of property destroyed exceeded one hundred and five thousand pounds, or over a half million of dollars.

This was the only time that a hostile military force landed in New Bedford, and the raid is one of the few occurrences of signal importance in the history of the town. Eye-witnesses found eager listeners; old men related to children the events of that fateful night; and yet for over half a century the recollections of these eye-witnesses were not reduced to writing. But fortunately an efficient and able scribe compiled a collection of greatest value because of its accuracy and completeness. He was the first and only investigator who appreciated the value of seemingly trivial facts, and with commendable patience he wrote down the narratives of the old men, giving numerous minute details which other historians had not deemed of any importance. That historian, Henry Howland Crapo, in 1839-40 compiled the statements of eye-witnesses and participants in the occurrences they related, his extended interviews with the old men of his day having great historic value. Only a few minor corrections have been necessary, and these appear in the notes; but the bulk of the statements has been found to be in exact accord with contemporary public records. This reflects the greatest credit, not only upon the accuracy of the narrators, but the scrupulous care of the writer who elicited the facts and committed them to paper.

Although Mr. Crapo seems to have considered the Macomber narrative entitled to great weight in two particulars it has been criticised: First, as to the English troops landing on Seconticut Neck; second, that Isaac Howland's house could not have been burnt, because it was a brick house and stood across the end of Pleasant street, on the north side of Union, and was standing until modern times.

In order that the landmarks and localities may be understood, notes have been inserted in brackets. It should be kept in mind that the narratives were written in 1840 and the word "now" refers to that year:

#### DARTMOUTH IN THE BRITISH RAID OF 1778.\*

Statement of John Gilbert of New Bedford in relation to the burning of Bedford Village by the British in 1778; and, also, in relation to the

\*Compiled by Henry Howland Crapo in 1839-40

number, location, owners, etc., of the dwelling houses and other buildings, including those destroyed at that time.

Said Gilbert was 75 years of age the 10th of September, 1839; was born in 1764, and consequently was about 14 years of age at the time of the attack. He is a man of extraordinary memory, of quick comprehensions, very intelligent, and has resided in New Bedford since he was four years of age. His statement is in substance as follows:

On the 5th of September, 1778, in the afternoon, the British fleet arrived off Clarks Point. It consisted of two frigates, an 18-gun brig and about 36 transports. The latter were small ships. The two frigates and brig anchored opposite the mouth of the Acushnet river and a little below the point. The transports were anchored outside the Great ledge and opposite the mouth of the cove. The troops, including light-horse artillery, etc., were landed in barges. The landing was completed a little before night, near where the present almshouse is situated, and the troops arrived at the head of Main (now Union) street about dusk. A part of the troops were wheeled to the right and passed down Main street for the purpose of burning the town, whilst the remainder continued their march to the north on County street. There was not at this time more than fifteen able-bodied men in the place, every person that could leave having gone to reinforce the American army in Rhode Island, where at that very time they were engaged, their cannon being distinctly heard here.

I was at this time an apprentice to Joseph Russell, the father of Abraham, etc., and had been sent for a horse to carry my mistress to some place of safety. On my return she had gone, as also the goods from the house, but Peace Akins was there (a connection of the family), whom I was directed to carry with me. The house stood at the present corner of County and Morgan streets, and a little within the fence on the south-east corner of Charles W. Morgan's lot (the present William S. Reed's dwelling house). By this time the British had appeared in sight. I was upon the horse by the side of the horse block, urging Mrs. Akins to be quick in getting ready. She, however, made some little delay by returning into the house for something, and before she had time to get up behind me four light-horsemen passed us, but without paying us any particular attention. Whilst the head of the British column was passing us and whilst Peace was in the very act of getting upon the horse, a soldier camp up and, seizing the horse's bridle, commanded me to get off. I made no reply, but by reigning the horse suddenly round, knocked him down, which left me perfectly at liberty and headed to the north. The troops occupied nearly the whole of the road, leaving, however, a small space on the west side between them and the wall. Through this open space I attempted to pass by urging my horse at the top of his speed, but before I had gone five rods a whole platoon was fired at me, without hitting either myself or horse. These were the first guns fired by the British since their landing. The troops now opened from the centre to close the space next the wall, which reduced me to the necessity of passing through the centre of the remaining platoons. This I effected without injury, in consequence of the speed of my horse and being so mixed up with the troops as to prevent their firing. About twenty feet in advance of the leading platoon were placed two men with fixed bayonets, as a kind of advance guard. They were about six feet

apart, and as I advanced from the rear they both faced about and presented their pieces, which I think were snapped at me, but they did not fire. I passed through between them and made my escape, turning up the Smith's Mills road; I went to Timothy Maxfield's, about  $1\frac{1}{2}$  miles, and stayed all night. (Smith Mills road was Kempton street, Rockdale avenue and the Hathaway road. Timothy Maxfield's house was on the north side of the Hathaway road near the junction with Kempton street).

I afterwards learned that upon leaving Peace Akins on the horse block some British officers rode up and assured her that if she remained perfectly quiet nothing should injure her. She remained in this situation until the troops had passed and the officers left her, when she went over the east side of the road into a field of pole-beans, and thence traveled.

The four horsemen that first passed us on the horse block went into the house and plundered two men whom they found there, the goods have been already conveyed back. These men were Humphrey Tallman and Joseph Trafford, who worked for Joseph Russell

As I passed up the Smith's Mills road, and about one-quarter of a mile from County street, I met William Haydon and Oliver Potter, both armed with muskets, who inquired where the main body of the British then were. I told them they were nearly square against us. Upon receiving this information they cut across the woods, etc., as I was afterwards told, and came out a little in advance of the British and near the west end of the present North street. The woods were very thick on the west side of County street at this place, and under cover of night and these woods Haydon and Potter fired upon the British and killed two horsemen. This I was told by Haydon and Potter, and also by the American prisoners on their return home, who saw them put into the baggage wagon. One was shot.

A few minutes after these men were shot Abraham Russell, Thomas Cook and Diah Trafford, all being armed, were discovered by the British attempting to leave the village by coming up a cross-way into County street. When at the corner of this way with County street, or nearly so, they were fired upon by the British and all shot down. Trafford was 21 years of age lacking 14 days, and was in the employment of Joseph Russell, with whom I then lived. He was shot through the heart and died instantly, after which his face was badly cut to pieces with the sabres of the British. Cook also worked for said Russell, by the month; he was nearly 40 years of age. He was shot through the leg and also through the bowels, the latter bullet passing through his bladder. He died about daylight next morning. Russell was about 40 years of age. He died about 10 o'clock the next morning, at the house of said Joseph Russell, where they were all carried after remaining all night in the road where they were shot. Russell and Cook were buried in Dartmouth (as stated by Macomber); Trafford was buried on the hill by the shore, a little north of the old ropewalk in this town. This was a sort of potter's field, where sailors were buried; the land was owned by Joseph Russell. (The rope walk stood on the land now Morgan's lane and extended from the shore west to Acushnet avenue).

A company of artillery consisting of about 80 privates had been sent from Boston for the protection of the place. The building occupied by them as a barracks was the "poor house," which stood near the present site of Philip Anthony's dwelling house. It was a long, low building,

and has since been pulled down. (This lot was on the southeast corner of Sixth and Spring streets). The company was commanded by Captain James Cushing, of Boston. Joseph Bell, of Boston, was first lieutenant; William Gordon, of Boston, second lieutenant, and James Metcalf, third lieutenant. The latter was mortally wounded by the British during the night at Acushnet. This company, although stationed here, had a short time previous to the landing of the British been called to Howland's Ferry to aid the Americans against the British in Rhode Island. But during the day of the landing Lieutenants Gordon and Metcalf had returned with a part of the company and one piece. As the British advanced they were under the necessity of retreating. They had a yoke of oxen of Joseph Russell's to draw their cannon.

The officers of this company had their quarters at and boarded with Mrs. Deborah Doubleday, a widow, in the house in which Judge Prescott's office now is, which was then owned by Seth Russell, father of the late Seth and Charles. After Metcalf was wounded he was brought down to this house, where I saw him the next day. I think he lived three days. (Prescott's office was on the west side of North Water street in the building next north of the corner of Union). I was at his funeral—he was buried on the hill by the old meeting house at Acushnet, "under arms."

The evening of the British attack was clear and moonlight. The sloop "Providence" was very often in here, and I was frequently on board of her. She was commanded by John Hacker, of New York (since a pilot through Hell Gate), was sloop-rigged, and I think about 100 tons. She brought in the prize "Harriet of London," which was burnt on the south side of Rotch's Wharf, below where the sail-loft now is. This was the wreck recently taken up on the bar. She also took and brought in prize the British armed brig "Diligence," of 18 guns and commanded by John Smith, of Liverpool. The engagement was off Sandy Hook and lasted five glasses ( $2\frac{1}{2}$  hours). The "Providence" had two men killed—the sailing master, James Rodgers, of Connecticut, and the steward, Church Wilkey, of Fairhaven (north part). Don't know the number killed on board the brig. She was subsequently repaired here and manned, fitted, etc., as an American cruiser. She was with the squadron in the Penobscot and was there blown up by the order of the American commandant, as was the "Providence." The crew of the brig was landed here, but I do not know where they went to.

McPherson's Wharf was at Belville, and was burnt by the British, together with some vessels laying there. A brig called the "No Duties on Tea" was burnt at this wharf. She drifted down the river after her fastenings were burnt off and finally sunk just at the north of "Dog Fish Bar" and abreast of the Burying Ground Hill. Several other small vessels were burnt at this wharf and sunk; they were afterwards got up.

An armed vessel sunk on the west side of Crow Island (which is opposite and near to Fairhaven Village). She was afterwards got up. Her guns were got up by some persons diving down and fastening ropes to them upon which they were hoisted up. Benjamin Myrick was drowned in diving down for the purpose of fastening a rope to the last one. There were only two wharves in the village of any consequence. The largest was Rotch Wharf (the present Rotch's Wharf), the other was Joseph Russell's Wharf (now Central Wharf).

[John Gilbert has been employed in the merchant and whaling serv-

ice since 21 years of age. His parents resided in Boston. He was left an orphan. His father was lost in a vessel out of Boston, which was never heard of. He was brought to New Bedford at the age of 4 years and bound an apprentice].—Note by H. H. Crapo.

*Privateering*—There were no privateers owned and fitted from New Bedford. They were all owned in Boston, Connecticut and Rhode Island, and rendezvoused here.

A large sloop called the "Broom" frequently came in here. She was commanded by Stephen Cahoon, of Rhode Island, and mounted 12 guns.

"The Black Snake," a long, low, black schooner, frequently came in here. She was owned in Connecticut and mounted eight carriage guns. Don't know the name of her captain.

An Indian burying place occupied the present site of the Merchants' Bank and Hamilton street. It was a burying ground both before and after the war. It was a high hill, composed of rock covered with a few feet of earth. When the hill was cut down the bones were put into a box and interred in the Friends' burying ground by William Rotch, Jr. The Friends' burying ground was on the shore at the foot of Griffin street.

Gilbert says "on the day the British landed they commenced carting goods about the middle of the afternoon, and carried them on to a piece of cleared land, containing about one acre, which was situated in the woods west of the jail and surrounded on all sides by swamp, heavy wood and thick copse. Many others carried goods to the same place. After moving all the goods I was sent for a horse to the pasture west of where the jail now stands."

*Elijah Macomber's Account of Raid*—Account of the burning of New Bedford and Fairhaven by the British troops on the evening of the 5th of September, 1778, as given me by Elijah Macomber, formerly of Dartmouth, now resident in New Bedford, December 6, 1839; said informant being in good health, and sound mind. He was 85 years of age on the 14th day of May last, and consequently more than 24 years of age at the time, being born May 14, 1754. He was in the fort at Fairhaven on said 5th day of September, where he served as a private from March, 1778, to December following.

The substance of Mr. Macomber's statement is as follows:

The fort below Fairhaven Village was garrisoned at the time by Captain Timothy Ingraham, Lieutenant Daniel Foster and thirty-six non-commissioned officers and privates, making a total of 38 men. There were eleven or twelve pieces of cannon mounted in the fort, and about twenty-five casks of powder in the magazine, twenty casks having been procured a few days previous from the commissary store in New Bedford, which was kept by Philip and Leonard Jarvis, brothers.

About 1 o'clock p. m. Worth Bates (Timothy Tallman, William, etc., knew this man), who lived at a place on the Bedford side called McPherson's Wharf at Belleville, and who had that day been out fishing, landed at the fort in his boat and informed the captain that a British fleet was in the bay and nearly up with the point. In a few moments they made their appearance by the point. The larger ship sailed up the river and anchored off abreast the fort. About one-half or more of the smaller vessels anchored off Clark's Point and the remainder dropped in to the

east of the larger vessels and commenced embarking troops in a small cove, a short distance to the east of the fort, behind a point of woods and under cover of the guns of the larger vessels. The fleet consisted of 36 sail. Immediately upon discovering them three guns were fired from the fort to alarm the country, and a despatch sent to Howland's Ferry, where a part of the American army then was, for reinforcements. The debarkation of the British troops commenced about 2 o'clock, both to the eastward of the fort, and at Clark's Cove. A company of artillery from Boston, consisting of about 60 men, under the command of Captain —— Cushman, was stationed at the head of Clark's Cove, which upon the landing of the British fell back, and retreated to the head of the Acushnet river. —— Metcalf was first lieutenant of this company and was shot during the night at Acushnet Village. William Gordon, of this town, was second lieutenant, and was taken prisoner by the British, but made his escape before they arrived at the head of Acushnet. The troops continued to debark from the transports lying to the east of the fort until night, but neither their movements nor those landed at the cove could be seen from the fort.

Not long after dark the detachments from the cove commenced the work of destruction. The first buildings discovered in flames were the rope walks and the distillery belonging to Isaac Howland (father of the late Isaac Howland, Jr.). Soon after all the stores, warehouses, some barns and dwelling houses, together with every vessel they could get at were in flames. There were a large number of vessels in the harbor at the time,—a large English ship having been brought in a prize by the French a few days previous and then lying at Rotch's Wharf, as well as several others a short time before. Every vessel was burnt, excepting those lying in the stream, which they could not get at, and a small craft somewhere up the river. The number of vessels destroyed was 70. Among the dwelling houses burnt was —— Rotch's and Isaac Howland's, Sr.

A little before 9 o'clock or between 8 and 9, and after some of the vessels which had been set on fire on the Bedford side and their cables and fastenings burnt off had drifted down towards the fort, the detachment which landed on the east side advanced upon the fort from the eastward. Two guns were then fired at the fleet, and after spiking the guns the garrison retreated to the north, leaving their colors flying. The British supposing the fort to be still garrisoned opened a heavy fire upon it with their artillery, which soon ceased upon not being returned. The garrison were at this time ranged along a low wall a short distance to the north of the fort, waiting to discover the exact position of the army in order to make their retreat successfully. They were soon discovered by the British who fired upon them and wounded a man by the name of Robert Crossman. A ball passed through one wrist and across the other. A hasty retreat was then commenced and the enemy not knowing the exact position and strength of the Americans did not make a vigorous pursuit. The whole garrison with the exception of the wounded man and two others, John Skiff and his father, who were taken prisoners, succeeded in making their escape to the woods at some little distance north of Fairhaven, where they lay through the night and until the British had passed them from the head. Before the fort was evacuated a train of powder was placed from the magazine to the platform. The British upon entering after destroying the ramrods, sponges, etc., applied a slow match

to the magazine which communicating with the train left by the garrison was blown up sooner than was intended, destroying one man at least, the fragments of whose gun, cap and accoutrements were afterwards discovered near by. After burning the barracks, guard house, etc., the detachment moved north, destroying vessels, stores, etc., and formed a junction with the detachment from the west side somewhere towards the head of Acushnet, after which they marched down towards the fort. They were out all night. The next day they reembarked near the fort. The leading platoons of the detachment on the west side of the river fired upon three men, who were armed, near the house of Joseph Russell (father of Gilbert, Abraham and Humphry), two of whom were shot down. These men were Abraham Russell, about 40 years of age; — Cook, a young man who lived with him, and Diah Trafford, about 23 years of age. The British advanced rapidly upon them with charged bayonets. They begged for quarter which was refused. Russell was killed immediately, his head being entirely cut to pieces with cutlasses. Cook died about daylight, his bowels were ripped open. Trafford (this is the uncle of Joseph Trafford, the continental) was shot through the leg and severely wounded in the abdomen by bayonet thrusts. He died the next day about 10 o'clock, after making some statements relative to their death. They were all carried into Joseph Russell's house in the morning.

Mr. Macomber says he saw these men lying where they were attacked the next morning before they were taken up. The sun was up and he was on his way home, the garrison forces having dispersed for a few days until reinforcements should arrive. These men were carried over to Dartmouth and buried on the farm of Jediah Shearman (whose wife was sister to the said Abraham Russell, a few rods north of the house, where their graves may now be seen. The farm is now owned by Philip Gidly, who purchased it of Samuel Barker. Trafford married Macomber's sister.

The prisoners taken stated when they came back that the troops which landed on the east side were delayed some hours in consequence of their light-horse artillery becoming entangled in a marsh which lay at the head of the cove where they landed. This accounts for their delay in making an attack upon the fort.

On the night following the general attack a number of barges were discovered coming up the river which were fired upon and driven back by the force which by this time had assembled at Fairhaven, a detachment having, I think, arrived from Howland's Ferry, and a body of militia from Middleborough, making several hundred. It was supposed that their object was plunder and that the expedition was not ordered by any of the general officers.

William Bliss says he was serving at that time at the ferry. Says troops were sent for, but they could not be spared and none went. Says he moved to New Bedford about 1800.

Mr. Macomber further states that he returned to the fort in two or three days, as did also the rest of the garrison; that he entered the fort on the first of March for ten months and stayed until December, completing said term.

Also, that William Tallman's father was taken prisoner and he thinks prisoners were taken at Acushnet Village.

Also, that the American prisoners on their return reported that the

whole force of the British was about 5,500. This, I presume, includes the number attached to the several vessels.

Also thinks the detachment on the west side must have nearly reached the head of the river before the fort was evacuated.

Also, that both detachments had artillery and he heard light horsemen, too.

Also says Obed Cushman was here with the militia next day; says he was in the sloop "Providence" awhile, who was all cut to pieces during her last cruise.

Mr. Macomber further says that Isaac Howland, Sr., stated his loss in shipping to be \$6,000.

He thinks the following privateers were owned, fitted and sailed from here: Sloop "Providence" (—— Stoddard's father was in her), ——"Fairfield," ——"Revenue," ——"Hornet." Don't know how many were in port at the time.

Mr. Macomber is very intelligent for a man of his age and has a good memory. The facts above stated, so far as they relate to himself, to what took place on the east side of the river during the night of the landing, what fell under his observations on the west side relating to the conflagration, and the death of the three men which he saw in the road where they fell the next morning, are personally known to him, and that the others were told him on his return and at various times afterwards by those who saw them here and by the prisoners who returned from the British.

He states that he cannot be mistaken as to a part of the troops landing on the east side; that it looks as plain to him as if it was but yesterday and that the whole scene is constantly on his mind and before him.

*Statement of Perry Russell*—Eldad Tupper and Joseph Castle resided in Dartmouth. They were Tories and were driven out of town by the Akins. Captain Elihu Akins, father of Jacob, Abraham, etc., was a strong Whig, in consequence of which they joined the British and piloted them into Padanaram. They burnt Captain Elihu Akins's house and a new brig on the stocks. Inquire of Caleb Shearman. Don't know whether it was at the time Bedford was burnt or not. Perry Russell says he has seen Caleb, who says they burnt Captain James Akins's and Captain Elihu Akins's dwelling houses and a new brig on the stocks the next morning after they burnt Bedford. They went in with two row-gallies. Seth Tallman says he can remember when there were but five houses in the village, but can't tell which they are.

*Timothy Tallman*—Says his father's name was Tim, that he was commissary; that on the day of the landing he was at Horse Neck and rode in 9 miles in 45 minutes, just past the British at the cove. His family had got one load of goods back to farm house; rest were destroyed. His house stood where Barrows' store now is, on corner Third and Union. He was afterward taken prisoner at farm house; his knee buckles and shoe buckles were taken; his favorite horse taken, but afterward restored, as also his liberty by the general of whom he spoke well.

*Caleb Shearman*, 80 years old March 15, 1840. British fleet came up the bay Saturday afternoon. Sunday morning several barges came around to Padanaram and burnt Elihu Akins's house, the father of

Abram; a two-story house, standing where Akins's house now stands. Also James Akins's house, brother of Elihu and father of Justin Akins; set on fire; stood where John Rushforth, Sr., stands. Set on fire the Meribah Akins house, called the Stone House. Reuben Smith lived there, and his wife (an Irish woman) put it out several times. Also burnt a brig on the stocks ready to launch, owned by Elihu Akins. Richard Shearman, reputed father of Nathaniel Shearman, and Joseph Castle and Eldad Tupper were Tories and went off with the British. The two first were pilots. (The Rushforth house is in Padanaram, next south of the southeast corner of Elm and Prospect streets).

Old Fort, or Russell's Garrison, up where Thacher's ship-yard was  $\frac{2}{3}$  the way to head of river. Fort opposite was on the Pardon Sanford lot.

*John Hathaway*, 85 in November, 1839, lived in New Bedford since a boy. He was an apprentice to Thomas Hathaway, a boat-builder who lived on the Nash farm, afterwards moved down town and lived in James Davis' house, whilst building the Gideon Howland house. Made whale-boats for Joseph Rotch. I was whaling summer before the war and arrived home in sloop about 75 tons the fall before the war was declared. Sloop "Friendship," Captain William Claggon. Seth Russell, Daniel Smith, William Claggon, Joseph Rotch, Joseph Russell carried on whaling; brought blubber in in scuttled hog-heads. I enlisted in Captain Thomas Kempton's (afterwards colonel) company volunteers and went to Boston in May, 1775. Stayed there 8 months. Then came home, joined militia 3 months and served in Boston February, March and April, 1776, under Captain Benjamin Dillingham, of Acushnet. Went on board privateer brig "Rising Empire," 16 carriage guns (States vessel), built in Fairhaven. Was in her 4 months; she was in commission but 2 months. She would not sail. Richard Welden, a Vineyard man, commanded her; took no prizes in her. In fall of 1776 enlisted on board of the sloop "Broom," Captain Welden (the same as above). Was out only 11 days and took 3 prizes and brought them in here, one ship and two brigs, loaded with sugar, wine and mahogany right from Jamaica; think these vessels were all burnt. Took one brig three days out and the other two vessels five days out, which was Sunday morning; no gun fired. "Broom" had 60 men, 70 or 80 tons. Afterwards, the same fall, went on board sloop "Sally," 115 tons, of 10 guns and 60 men. Francis Broom, master, of Connecticut; owned by Broom & Sears, of Connecticut, same as owned the "Broom." Was on board the "Sally" from November, 1776, to February, 1777, cruising all the time; took two prizes, one brig and one schooner fisherman, which was sent in somewhere to the east; had no engagement. During the cruise fell in with ship and convoy (of 5 sails in sight); she was a ship and the 5 sails escaped. We fought her  $1\frac{1}{2}$  hours; had no one hurt. He hulled us; shot lodged in blankets in forecastle. We hauled off to stop leak and she made sail for her convoy. We afterwards went into Bay of Biscay and dogged a ship in night and got close to 64 gun ship, 2-decker, called "None Such." We didn't think in the night she was a man-of-war. We made her in the night. She fired upon us from sunrise till 8 o'clock and when her shot nearly reached us we gave ourselves up. She carried us into Plymouth and I was a prisoner two years and three months in mill prison at a place close by Plymouth; was afterwards at Howland's Ferry.

*Dwelling Houses Burnt*—Benjamin Taber, 2; Leonard Jarvis, 1; J. Lowden, 1; J. Gerrish, 1; W. Claggern, 1; V. Childs, 1; Joseph Rotch, 1; Joseph Rotch, Jr., 1; Joseph Russell, 1; total, 10.

*Shops, Etc.*—Isaac Howland's—distil-house, 1; cooper's shop, 1; warehouses, 3. Joseph Russell's barn, 1; shop, 1. Church's shop (shoe), 1. J. R. S.—store, 1; warehouse (old), 2; 2 shops, small; candlehouse, 1; L. Kempton, 1. Rotch & Jarvis—shop, 1; warehouse, 2. Joseph Rotch—barn, 1; chaise house, 1; total, 20. Rope walk and 1 house. A. Smith, blacksmith shop. Benjamin Taber's shop.

*Ships Burnt September, 1778, by the British Troops*—Ship "Harriet," ship "Mellish" (Continental), ship "Fanny" (French prize), ship "Heron," ship "Leppard," ship "Spaniard," ship "Caesar," barque "Nanny," scow "Simeon," brig "Sally" (Continental), brig "Rosin," brig "Sally" (fish), schooner "Adventure," schooner "Loyalty" (Continental), sloop "Nelly" sloop "Fly" (fish), sloop "Captain Lawrence," schooner "Defiance," schooner "Captain Jenney," brig "No Duty on Tea," schooner "Sally" (Hornet's prize), sloop "Bowers," sloop "Sally" (12 guns), brig "Ritchie," brig "Dove," brig "Holland," sloop "Joseph R.," sloop "Roxiron," sloop "Pilot Fish," brig "Sally," sloop "Retaliation," sloop "J. Brown's," schooner "Eastward."

The foregoing gives probably all that relates to the great raid so far as New Bedford is concerned. When the British retired the condition of the town was pitiful. Warehouses, ship-yards, rope walks and stores that had given employment to the inhabitants; dwellings and barns; the fleet of seventy ships—all gone up in flame and smoke, New Bedford's contribution to the price paid for American independence. The price paid by the other communities raided was equally severe, but when the news reached the individual members of the eight companies of soldiers who served from Dartmouth, a spirit was aroused that boded no good to the enemy they later met. Judging from the rolls still in existence, Dartmouth township sent at least five hundred men into the army, and there were a large number of seamen in the naval service. The loyalty of the town was never in doubt, although, as in Newport, Boston, New York, Philadelphia, Baltimore and other localities, there were Tories within her borders. All over the land there were men who remained loyal to the Crown, and it would have been strange if Dartmouth had been without such. The non-resistance of the members of the Society of Friends does not prove them opposed to Liberty's cause; on the contrary, just so far as their religious principles would permit, they were friendly and helpful to the American side.

## CHAPTER V.

### The Brave Industry of Whaling.

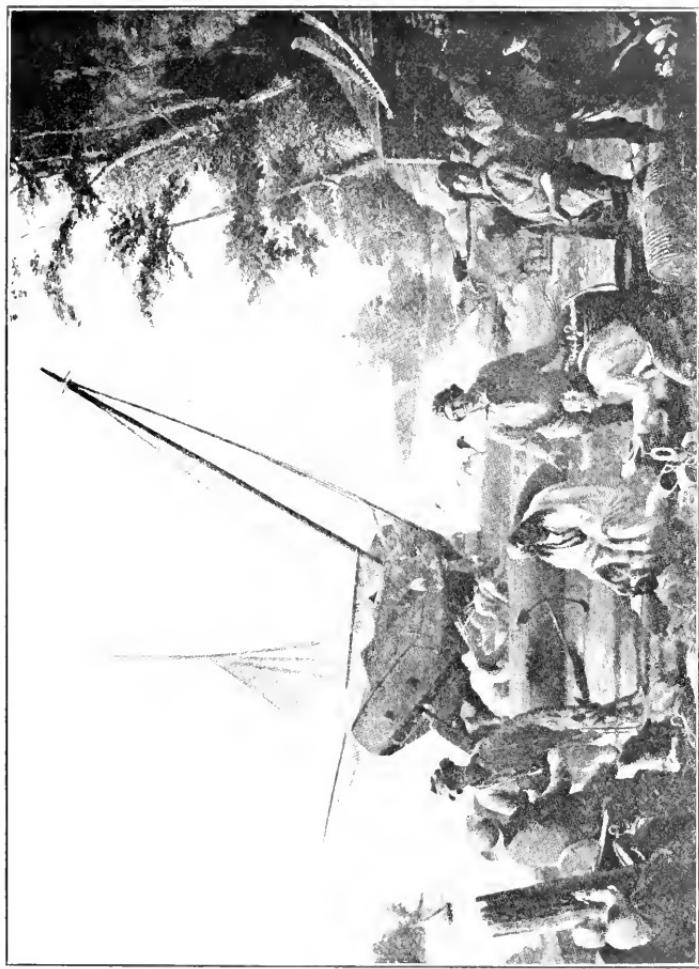
The story of New Bedford's fascinating industry, the whale fishery, is so interwoven with the history of New Bedford that it cannot be separated from it, yet the story is so full of romance and adventure, as well as of commercial importance, that it deserves special volumes where we can give chapters only.

The water front of New Bedford was once conspicuous by a forest of whaleship masts. Now the tall chimneys of the cotton mills have assumed the place they occupied in the picture, telling of the decline of the whaling business and the progress of the cotton industry which is now on the top wave of success.

Along the water front one still encounters a few old buildings of stone which were occupied by whaling agents in the palmy days of whaling, when a great race of merchants and captains frequented them. The merchants were a type of men such as this generation produces not,—portly nabobs who wore broadcloth, and beaver hats and jeweled watch fobs, looking the part of men of large affairs, others in the garb of the Quaker, while the captain of those old days was the embodiment of affluence. The boys of that early day all aspired to command whaleships, and the captain of a whaler was looked upon by youth with the awe with which Mark Twain used to look upon the captains of the Mississippi steamboats.

In these buildings were the counting rooms of the whaling merchants. The first floors were often the ship chandlery shops and rooms where whaling outfits were stored between voyages. The counting rooms were on the second floors, and there were sail lofts and rigging lofts in the upper stories. These counting rooms had a character all their own. There were counters and iron railings behind which were desks of mahogany. The bookkeepers stood up, or sat on high stools. There were few desks in the old counting rooms at which the office help might sit in a chair. About the office walls were models of whaleships and whaling prints reproduced from the paintings of Benjamin Russell. There were boxes on the shelves, lettered with the names of the whale ships, in which the vessels' bills and papers were kept.

One of these great buildings of stone and brick, unadorned by architectural ornament and reflecting the tendencies of the business men of the period, is still standing at the foot of Union street, and is now occupied in part by the offices of the New York, New Haven & Hartford railroad. The great house of Isaac Howland, Jr., & Company, occupied



THE ORIGIN OF THE WHALE FISHERY  
From an old painting by William A. Ward



offices here, and later on their successors, Edward Mott Robinson, the father of the late Hetty Green, and Thomas Mandell were located here. Other offices in this building were occupied by Charles R. Tucker, Edward D. Mandell, John R. Thornton, Dennis Wood, Oliver Crocker and George O. Crocker. In old Parker's block at the foot of Middle street, now demolished, were the offices of John Avery Parker and Jireh Perry, Pardon Tillinghast and William C. N. Swift, and, later on, William Philips and George R. Philips. Others in the list of merchants were George Howland, Matthew Howland, Henry Taber and John Hunt, succeeded by William G. Taber and William Gordon, Edward C. Jones, William Watkins, Alexander Gibbs, William O. Brownell, Thomas Knowles, Edward W. Howland, George Barney, Otis Seabury, Edward Seabury and J. & W. R. Wing.

The late Jonathan Bourne, the most successful of all the whaling merchants in New Bedford's rich history, who owned at one time more ships than any man in New England, carried on business in the old stone block at the head of Merrill's wharf throughout his career, and his counting rooms are now exactly as he left them, the sole survivor of all the counting rooms which are visualized in the minds of those who remember the fascinating industry, no less than the quaint old ships strongly characterized by their clumsy wooden davits and masthead perches from which the lookouts watched for whales.

There is to-day an odor of whale oil about Merrill's wharf, contributed by a few hundred casks of oil that happen to be stored there at this time, which brings back memories of departed days to the old citizen who gets a whiff of oil and seaweed once so familiar. The power of smells to evoke pictures was recently emphasized by Mr. Kipling. "Have you noticed," he wrote the other day, "wherever a few travelers gather together, one or the other is sure to say, 'Do you remember the smell of such and such a place?' Then he may go to speak of camel—pure camel—one whiff of which is all Arabia; or of the smell of rotten eggs at Hitt, or the Euphrates, where Noah got the pitch for the ark; or the flavor of drying fish in Burma." Mr. Kipling's allusion brought out a swarm of letters from people who tried to assign the characteristic smell of great cities. One man tells that the odor of Paris is a mingling of the fragrance of burnt coffee, of caporal and of burning peat. Berlin, we are told, has the clean, asphaltic, disinfectant smell of all new towns; while Vienna the windy reeks of dust. The London "Times," coming in here, is stirred to a pitch of poetical enlargement by the topic: "The subject of smells in their relation to the traveler is an old and favorite topic with Mr. Kipling. Has he not said somewhere that the smell of the Himalayas always calls a man back? And does not his time-expired soldier sing of the 'spicy garlic smells' of Burma? The smells of travel are

indeed innumerable. The voyager gets his first real whiff of the east when he lands at Aden, and drives along a dusty road to the bazaar within the crater. It lingers in his nostrils for evermore. On the coast of Burma and down the straits the air is redolent of rotten fish and overripe fruit. Tropical jungles have been olfactory memories of decaying vegetation. The smell of Chinese villages is like nothing else in the world, but the odd thing is that to the true traveler it ceases to be disagreeable."

So much for smells, apropos of those which linger on Merrill's wharf. In the old days casks of oil coated with seaweed covered every wharf along the water front of New Bedford. The leakage saturated the soil, and the air was redolent with the heavy odor. After a century in which it was the distinctive New Bedford smell it has vanished excepting from this little spot where, in the only place on earth, is exhaled the odor of the industry which produced great fortunes and made the New Bedford of old the richest city in the country in proportion to its population.

The records of Plymouth and Nantucket as far back as 1676 and 1690, respectively, tell of the business of killing whales, which was carried on in boats from the shore. In 1751 there were two or three vessels from Apponagansett river engaged in this fishery. These vessels were owned by John Wady and Daniel Wood. There were at this date one or two vessels in this business from the Acushnet river owned by Joseph and Caleb Russell. Up to this time whales were principally taken between George's Bank and the Capes of Virginia; and the voyages continued from four to six weeks. Soon after, the whalers extended their cruising grounds to the eastward of the Newfoundland coast, and the voyages were lengthened to three months. At first more vessels were fitted from Apponagansett river than from the Acushnet; but soon the superior advantages of our harbor became apparent, and the Apponagansett vessels were fitted here.

Consider for a moment the aspect of our town when these two or three little sloops were fitting for their whaling voyages, wrote William W. Crapo: "The present site of the city was a forest. There was a 'try-house' near the shore (at the foot of Centre street), and a rough cart-way led through the woods to the few farm houses on the County road." The Rev. Paul Coffin, who ten years later (July 21, 1761) visited the place, thus describes it in his journal: "This day rode to Dartmouth, a spacious town; twenty miles will carry you through it. Rocks and oaks are over the whole town. Whortle bushes and rocks in this and the two former towns are the sad comfort of the weary traveler. At sunset arrived at Rev. West's."

New Bedford is very rich in old manuscripts, which are continually coming to light. A few sheets of great interest are preserved, giving an account of the Russell family. Joseph Russell was the founder of the

whale fishery, and the record from which quotation is made was prepared by William T. Russell, sixty or seventy years ago. Joseph Russell was a son of John Russell, one of the original proprietors of the town of Dartmouth. He was born in 1719, and died in 1804. His house stood on the country road between the court house and the Charles W. Morgan estate. The old manuscript recites as follows:

In the earliest stages of the whaling business sloops of only forty or fifty tons were employed. These vessels ventured out to sea in the summer months only, and no further than the Capes of Virginia and Cape Hatteras, and took especial care to return to port before the equinoctial gales in September. They were generally successful in taking sperm whales, and brought home the blubber and tried it out on shore. As their experience increased larger vessels were employed, and they ventured as far as the bay of Mexico. And finally, during his life, ships ventured around Cape Horn to the Pacific ocean for sperm whales.

Joseph Russell first established a sperm oil factory in New Bedford. The building stood on the north side of the square at the foot of Center street. The art of refining spermaceti in those days was known to but a few men, and kept by them a profound secret. Joseph Russell employed a Mr. Chaffee for a number of years to do his refining at a salary of \$500 per year—an enormous sum for those days. While at work he was shut up by himself, and no one was allowed to be present, that no one should steal his wonderful art.

Joseph Russell was a shrewd, enterprising man. At one time he carried on an extensive mercantile business. In 1770, in company with his son Barnabas, he owned in addition to his whaling vessels several trading with southern ports and the West Indies. They kept a store at the foot of Center street, and imported their goods from London. The Revolutionary War put an end to their prosperity. Their vessels were taken and their losses by the depreciation of the Continental money left them at the close of the war with but little beside their real estate.

The ship "Rebecca" was the first ship built in New Bedford. She was launched in the spring of 1783. George Claghorn, who afterward built the frigate "Constitution," the pride of our navy, was the master carpenter. The "Rebecca" was owned by Joseph Russell and his sons, Barnabas and Gilbert. The timber of which she was built was largely cut in the southwesterly part of the town. She measured about 175 tons, which was considered so immensely large that she was the wonder and admiration of the surrounding country. People from Taunton, Bridgewater and all of the neighboring towns came to New Bedford to see the big ship. There was a woman figurehead carved for her and when it was about being put upon her a member of the Society of Friends remonstrated against so vain and useless an ornament, and she went to sea without it. A mock funeral service was held and the figurehead of "Rebecca" was buried in the sand. Joseph Russell's sons were the prime movers in the ceremony.

The owners of the "Rebecca" had some difficulty in finding a man of sufficient experience to trust with the command of so big a ship. James Haydon was finally selected for her captain, and Cornelius Grinnell her first mate. She sailed on her first voyage to Philadelphia, from

there to Liverpool. Mr. Grinnell was her captain on the second voyage, and he commanded her for six years.

The "Rebecca" was the first American whaleship to double Cape Horn. She was commanded by Captain Kearsley and made a successful voyage, obtaining a cargo of sperm oil on the coast of Chile, returning in about twelve months. The "Rebecca" finally made a disastrous end. She sailed from Liverpool for New York in the autumn of 1798, commanded by Captain Andrew Gardner, and was never heard from.

Joseph Rotch came here from Nantucket in 1765, realizing the greater opportunities for the whaling industry here, and purchased a large tract of land. William Rotch came later, bringing with him his son, William Rotch, Jr. They were men of great wealth and built stately mansions with beautiful surroundings, "fair as gardens of the Lord." They brought their ships likewise. Several of the vessels of the Rotch fleet achieved great fame. It was the ship "Dartmouth," named by Dartmouth men, that carried the tea into Boston harbor that was thrown over by Revolutionary patriots. It was the ship "Bedford" that was the first to display our flag in British waters. The credit has sometimes been given to the ship "Maria." As a matter of fact the credit belongs to the old ship "Bedford" of this port. It was passing strange that not only the newspapers but Mrs. Farrar, a granddaughter of the elder William Rotch, in her "Recollections of Seventy Years," and Mrs. P. A. Hanaford published the erroneous statement. "I have often heard the old gentleman tell with pride and pleasure," wrote Mrs. Farrar, "that the 'Maria' was the first ship that ever unfurled the flag of the United States in the Thames." Yet the records show that on the date the flag was displayed in the Thames the 'Maria' was lying at the wharf at Nantucket. "Barnard's History," a rare book, published at the time, contained the following:

The ship "Bedford," Captain Moores, belonging in Massachusetts, arrived in the Downs on the 3d of February, passed Gravesend on the 3d, and was reported at the custom house on the 6th inst. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the lords of council, on account of the many acts of Parliament in force against the rebels of America. She was loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, and wears the rebel colors. This is the first vessel that has displayed the thirteen rebellious stripes of America in any British port. The vessel is at Horseleddour, a little below the Tower, and is intended to return immediately to New England.

In a letter to Hezekiah Barnard, dated at New Bedford, 8th mo., 3d, 1842, William Rotch, Jr., thus speaks of the "Bedford" and her voyage:

In 1781 Admiral Digby granted thirty licenses for our vessels to go after whales. I was then connected with my father and Samuel Rodman

in business. Considerable oil was obtained in 1782. In the fall of that year I went to New York and procured licenses from Admiral Digby for the "Bedford," William Mooers, master, and I think the "Industry," John Chadwick, master. They loaded. The "Bedford" sailed first, arriving in the Downs, February 23, the day of the signing of the preliminary treaty of peace between the United States, France and England, and went up to London, and there displayed for the first time the United States flag. The "Industry" arrived afterwards and was, I suppose, the second to display it. The widow of George Hayley, who did much business with New England, would visit the old "Bedford" and see the flag displayed. She was the sister of the celebrated John Wilkes.

William Rotch, Jr., might have added to his notice of Mme. Hayley that a more intimate connection with the Rotches than a visit to the ship was contemplated, for Mme. Hayley was at one time betrothed to Francis Rotch.

Even if the "Maria" is deprived of the erroneous fame attributed to her, she yet remains the most interesting vessel, perhaps, that ever sailed from this port. She was built for a privateer at Pembroke, Massachusetts, in 1782. She was purchased by William Rotch and taken to Nantucket, from whence she made a voyage to London with a cargo of oil. After the voyage she was employed in whaling, and was owned by Samuel Rodman. It is a tradition that she was a bridal present from Mr. Rodman's father-in-law, Mr. Rotch, on the occasion of the marriage of his daughter. In all she made twenty-seven voyages, and is credited with having taken about 25,000 barrels of sperm oil, whale oil, and many thousand pounds of whalebone. It is said that in 1850 \$250,000 stood to her credit. She had been of but little expense to her underwriters.

On July 4, 1785, when the "Maria" sailed for London with a cargo of oil, Mr. Rotch and his son Benjamin went in her as passengers to induce the English government to permit the establishment of the whale fishery in England. Mr. Rotch had several interviews with the leaders of the government, and, getting no satisfaction, he went to France and had an interview with the King, which resulted in establishing the industry at Dunkirk. Returning to England in the "Maria" Mr. Rotch had the satisfaction of telling the English they were too late. France having accepted the offer of which England was slow to take advantage.

When the "Maria" was fifty years old, she had made four voyages to London, thirteen to Brazil banks, then a famous whaling ground; one to the Indian ocean, one to the Falkland islands, and eighteen to the Pacific ocean. In 1836 the "Maria" sailed, but returned, having been struck by lightning. In 1838 she was changed from a ship to a bark, and in 1849 sailed for the Indian ocean. While on this cruise the bark's career was nearly ended. She was seized by the natives of the Johanna islands. Captain Morris, then in command, was imprisoned. The bark was after-

wards released and spared the fate of burning, which was frequently dealt by the natives in those times.

The "Maria" sailed for this port September 29, 1859, on what was destined to be her last voyage under the American flag. She was then seventy-seven years old, and had been owned by Mr. Rotch and his descendants all the time. To avoid the risk of capture by rebel cruisers she was sold February 24, 1863, at Talcahuano, Chile, to Burton & Trumbull, and her name was changed to "Maria Pachaco." She was used as a coaler until 1866, when she was fitted for whaling under command of David Briggs, of Dartmouth, Massachusetts. She continued under the Chilean flag in the whaling and coal carrying business until 1870. Then she was used as an oil receiving ship until 1872, when she took fire and was condemned. With her breaking up at Vancouver island, her strange eventful history was brought to a close.

The War of the Revolution nearly destroyed the whaling business, and when peace was restored there was great rejoicing, and then came a stunning blow. Great Britain, as William W. Crapo tells us, had enacted a law which in effect prohibited the importation of American caught oil into the kingdom. The purpose of the law was apparent. The New England catch was in excess of the demand for home consumption, and unless there was an outlet for the surplus, which had been largely through London, there could be no extension of the industry; and, with the surplus thrown upon a market which did not require it, the return would be unremunerative, which would lead to reduction of the fleet and the possible abandonment of the enterprise. Great Britain did not pass the law for the purpose of protecting an existing British industry, nor to encourage or promote a new British industry. Far from it. The words of Edmund Burke in his famous speech in Parliament a few years before, when remonstrating against the war with the colonies, were still ringing in the ears of the Britons. He told them of a people living on the New England coast, few in number, who surpassed in maritime adventure and daring the people of every nation in Europe. With rare and impressive eloquence he had portrayed their marvelous triumphs on the ocean. He said they were a people whom equinoctial heats did not disturb, nor the accumulated winters of the poles. That there was no ocean that was not vexed with their vessels, and no climate that did not witness their toil. He spoke of them as people still "in the gristle," as it were, and not yet hardened in the bone of manhood. England was ambitious to be the mistress of the seas, and she feared that the new nation, should it become strong and powerful, might some day challenge her sovereignty of the ocean. Hence she would throttle and destroy at the outset an industry that bred such a race of seamen.

William Rotch went to London. He interviewed the leading public

men of that time. He met members of Parliament and urged the repeal of the obnoxious law. He was received with coldness. After long and vexatious delay the matter was referred to the First Lord of the Admiralty, Lord Hawksbury. Realizing that he could not obtain the annulment of the law Mr. Rotch still hoped that some agreement would be reached whereby to secure the continuance of the New England whale fishery. He suggested that an English port be designated where American whaleships could enter to make repairs and to purchase the equipment and supplies for their voyage, thereby furnishing employment to English workmen and profit to English tradesmen, and on the completion of the voyages such vessels might reenter that port and discharge their cargoes, which would be sold and distributed by English merchants who would receive a liberal compensation for their service. Mr. Rotch had in mind, if this concession was granted, that the ships owned in Dartmouth and Nantucket would still fly the American flag and be manned with American sailors.

The concession was not granted,—Lord Hawksbury scornfully saying—"Mr. Rotch, we do not want your ships. England builds ships. What we do want are your men." And so he went to France. He met there members of the Ministry and explained to them what he wanted to accomplish, and asked for certain privileges and protection. These were granted to him by the government. At Dunkirk he established a business for the marketing of American oil, which he placed in charge of his son Benjamin. Returning to this country he ever afterwards lived in New Bedford, which had separated from the mother town, and never ceased his efforts for the success of the whaling industry for the community to which he had attached himself.

In the succeeding generation the prominent whaling merchants were John Avery Parker and George Howland, Sr. They were able men, with full knowledge of all matters pertaining to the fishery. They were enterprising, venturesome, efficient and successful. They added many ships to our fleet, and they greatly increased the wealth of the town.

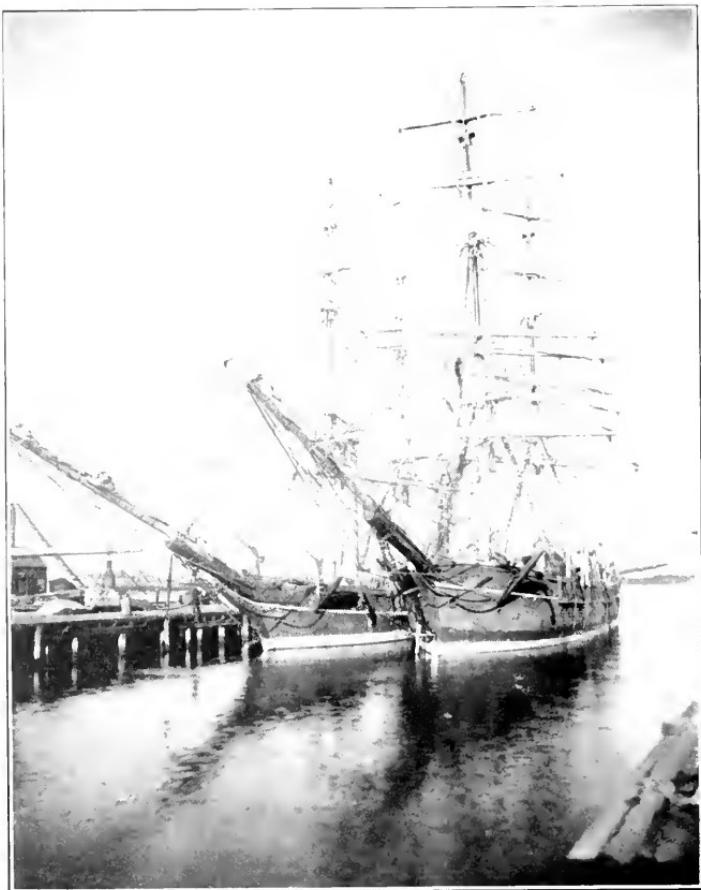
Among the men of that period who had an important part in our special industry was Isaac Howland, Jr., the founder and active manager of the firm which bore his name. His firm is remembered by the magnitude of its operations and the gainful results. The remarkable house founded by Isaac Howland, Jr., was represented and crystalized in the famous Hetty Green. Isaac Howland, Jr., was a little man, weighing only ninety-five pounds. He found it the greatest hardship and toil to accumulate the first thousand dollars. When there were small schooners trading from the West Indies, before the seizures which led to the French spoilation claims, the sailors wore silk stockings into port on the Howlands' ships. Isaac Howland, Jr., bought these stockings from the men, washed and ironed them, and resold them at a good profit. This is

a feeble structure on which to build a fortune of forty or fifty millions. He could neither read nor write. His one object was money, money, money. He had one daughter who married the famous Uncle Gideon Howland. Uncle Gideon lived on the corner of School and South Water streets. He died in 1847, leaving about \$800,000.

Edward Mott Robinson, the father of Hetty Green, came here penniless, and married Abby Howland, one of Gideon's daughters. The other daughter was Sylvia Ann Howland, who never married. Robinson was a strange man. He lived a sad and miserable life, and he had a few redeeming qualities. Many stories are told of him. One day a young man offered him a cigar. He examined it and asked what it cost. Upon being told that it cost ten cents he handed it back with the remark: "I buy mine two for a cent. If I smoke that one I will have my taste cultivated for good ones, and I don't want that." Of George Howland, Sr., Mary Jane Howland Taber wrote:

He was particular about the names of his ships. There was the "George and Susan," and the "George Howland," and the "Ann Alexander," the name of an Irish friend who was traveling in this country, and the "Corinthian," supposed to refer to Paul's epistles, and the "Golconda," a pleasant association of ideas with the diamond mines of Hindustan, and when he bought of Stephen Girard a merchant vessel named "Rousseau," it was with the intention of fitting her for a whaler and changing her name. As soon as she arrived in this port he had the figurehead of the "infidel" chopped off and thrown into the mud of the dock, where perchance it still reposes. While casting about in his mind for an unexceptionable name he was told the name could not be changed. Once "Rousseau," always "Rousseau." He declared he was very much tried, which in worldly parlance might mean very angry, or pretty mad, and talked of sending the ship back to Philadelphia, though of course he was aware that could not be done. This devil's bark proved very lucky, and always made what the sailors call greasy voyages, but when her great catches were reported her owner puffed out his cheeks and emitted a contemptuous "pooh." When he was obliged to speak the name he purposely mispronounced it, calling it "Rus-o," and to this day you will hear people speak of "the old Rus-o." She had the longest life of any known ship, lasting from 1801 to 1893. The bracket which supports the bust of George Howland, Jr., in the Free Public Library is a part of the carved scroll which usurped the place under the bowsprit of the great Frenchman's figurehead, and has ploughed most of the oceans of the globe.





WHALERS READY FOR THE VOYAGE.

## CHAPTER VI.

### The Golden Age.

In what might be called "The Golden Age" of New Bedford its whaling vessels in number and tonnage exceeded the combined fleets of all other whaling ports, and New Bedford became known as the foremost whaling port of the world.

In 1845 New Bedford was the fourth tonnage district in the United States, the others being New York, Boston and New Orleans. The registered tonnage of New Bedford at that time was nearly double that of Philadelphia. Seven hundred and thirty-six vessels of all kinds were employed in the business, with a tonnage of 233,262. The greatest import ever received in one year was in 1845, being 158,000 barrels of sperm oil, 272,000 barrels of whale oil, and 3,000,000 pounds of whalebone. The prices then ruled at eighty-eight to ninety and one-half cents for sperm oil; thirty-two and seven-eighths to thirty-six and one-half cents for whale oil; and thirty-three and five-eighths to forty cents for whalebone. The whaleships owned in New Bedford would have made a line ten miles in length. The whaleboats which they carried would have extended six miles if strung out in a line, and there were 10,000 strong sailors to man them.

The present generation knows from tradition that New Bedford once ranked first among the whaling cities, but there are few, if any, who know what this industry meant in dollars and cents. The literature of the subject has been devoted to the romance, and to certain statistics dealing with vessels employed, dates of sailings and catches; but in this practical day there is no doubt a desire to know what there was in it from the dividend point of view.

An old report on the whale fishery, compiled by James Arnold and made to the National Convention for the Protection of American Interests about the year 1843, recently came to light. It is the property of Frank E. Brown, and gives statistics which have never been compiled elsewhere, and which furnish information on one phase of our historic industry which is of exceeding interest. James Arnold, it may be said, was a son-in-law and partner of William Rotch, Jr., and a famous merchant prince, a "captain of industry," to employ the vernacular of the day. Boston people remember him as the giver of the "Arnold arboretum," and his benefactions to his home city were numerous. There is hardly an institution or charitable society but has its "James Arnold fund." Mr. Arnold made his report from tabular schedules kept at New Bedford. The whole number of vessels employed in the national whale fishery was estimated at 650, tonnaging 193,000 tons, manned by 16,000

officers and men. Of these vessels it was estimated that 360 were employed in the spermaceti and 200 in the common whale fishery.

To outfit and equip these vessels on each voyage which they performed required the following materials, and from these statistics we get market quotations of food not without interest: 1300 barrels or iron-hooped casks, at \$1.40 per barrel, amounting to \$1,820. Provisions as follows: 127 barrels of beef and pork, estimated value for ten years, \$10 per barrel, \$1,270; 106,000 barrels of flour at \$6, \$636,000; 32,500 barrels of corn at 70 cents, \$22,750; 6500 bushels of beans at \$1.25, \$8,125; 1,306,000 pounds of tobacco at 11 cents, \$143,000; 1300 try pots at \$60, \$78,000; 650,000 pounds of rice at 3 cents, \$19,500; 65,000 bushels potatoes at 35 cents, \$22,750; 325,000 pounds of cheese at 8 cents, \$26,000; 325,000 pounds of butter at 17 cents, \$55,250; 312,000 pounds of dried apples at 4 cents, \$12,480; 3900 barrels of vinegar at \$3, \$12,480; 6500 pounds of tar at \$2.25, \$14,650; 2500 whale boats at \$60, \$150,000; 2600 sets of oars, six oars to a set, at \$10, \$26,000; 300,000 feet pine boards at \$20 per thousand, \$60,000; total, \$2,636,785.

Sheathing copper and nails, \$1,039,200; 3,000,000 yards of domestic cotton and prints, \$300,000; amount paid for labor of carpenters, calkers, riggers, block and sail makers, \$1,248,000; blacksmiths' bills for stock and work, \$291,000; clothing for men and slops for the voyage, including 63,400 pairs of shoes, \$1,704,000; 6,210,000 pounds of cordage and tow lines at 12 cents, \$745,200, of which one-third goes for the labor of the ropemaker at home; 28,840 pieces of heavy foreign duck, \$471,960; 14,800 pieces of light duck, \$133,200; 592,000 gallons of molasses, \$148,000; 404,000 pounds of sugar, \$32,330; 404,000 pounds of coffee (average ten years, 10 cents), \$40,400; total, \$6,153,280.

The total cost of fitting the fleets was therefore \$10,610,060. This labor and material was for ordinary outfit, and not for ships requiring repairs, often involving the cost of a new ship. On the basis of these estimates Mr. Arnold estimated the whole value of the ships and outfit as they sail at \$20,120,000.

The length of voyages in the sperm fishery at that time was three years, and on the right whale ships twenty months. The proceeds or imports from the fishery in 1841 were:

Spermaceti oil, 5,018,076 gallons at 95 cents .....	\$4,767,172
Right whale oil, 6,531,462 gallons at 33½ cents.....	2,177,154
Whalebone, 2,073,480 pounds at 20 cents.....	414,696
	<hr/>
	\$7,359,022

On these returns the officers and crews would draw for their services on the voyage about thirty per cent., or \$2,207,706. These statistics show the volume of business and its profits in a form which has not been

presented elsewhere. Roughly figured, and based on three-year voyages, they show annual proceeds to the owner on an investment of \$20,120,000 of \$5,151,316, exclusive of interest and insurance charges and depreciation.

Just a word about the men who were masters and officers of the New Bedford ships in those days. A race of men had been nurtured and trained in these ships who were daring and skillful, with keen perceptive faculties in pursuit of the big game. They were also able navigators and seamen, upright and careful managers of the property entrusted to them. They were gathered from the town or from the surrounding country. Naturally there was a fascination to the youthful mind. They were the heroes of the port, and they looked to pass the grades of promotion speedily, and in due time to walk the deck as master. And this, those of them who were of the right stuff, really did.

The position of competent master of a good ship was one to be envied. Even if it did cause for a time separation from home ties and family surroundings, it was a position of honor and trust and great responsibility. The master was in charge of life and property, and his word was law, and where he willed he could go. On his discretion and good judgment turned success or failure to many besides himself, on sea and shore. His draft in foreign ports for supplies or requirements bound every individual owner in the ship for the full amount of his disbursements. In this respect the power entrusted to him illustrates the inconsistencies of our human nature; close, careful men, who on shore would not trust their neighbor with a small portion of their property, who distrusted everyone's judgment and integrity, would placidly repose in the power of a master who was to sail the world around, and had the right to make drafts in any quarter that might easily absorb their all. To the honor of the men who commanded ships and accepted such trusts be it said that instances wherein they were unfaithful to the confidences reposed in them were rare indeed.

The business was an almost perfect instance of coöperative work. The owners furnished ship and all the necessary outfits and advances. Captain, officers and crew took these from their hands, and furnished their capacity and energy to procure the cargo, each man on board to receive a certain *pro rata* or share, called "lay," of the net result, the distribution being in the proportion of two-thirds to the capital invested, and one-third to labor; in the latter ability, readily recognized, commanded the highest reward.

No member of a whaleship's crew, from the captain down, received fixed wages. If the ship takes no oil, or disaster overtakes her, the crew have nothing but their existence and labor and pains. Officers and crew are shipped with the promise of a certain percentage of the catch. A

captain receives a lay ranging from a tenth or twelfth to a fifteenth, according to his success in previous voyages, which means that one barrel of oil in every ten to fifteen taken is his share. In the case of a foremast hand his lay ranges from one one-hundred-and-fiftieth to one two-hundredth. The ordinary whaler carries a crew of thirty-five men. The mate receives a lay from an eighteenth to a twenty-fifth, according to agreement. The second mate receives a thirty-fourth, the third mate a forty-fifth, boatheder a fifty-fifth, four boatsteers from a hundred and eighteenth to a hundred and seventy-fifth, cooper a sixty-third, steward a ninetieth, cook a hundred and twentieth and half the slush, green hands from a hundred and seventy-fifth to a hundred and eighty-fifth, boy a two hundredth, one seaman and one seaman carpenter each a hundred and sixty-fifth, three ordinary seamen each a hundred and seventy-fifth.

As illustrating the aspect of life along the water front of New Bedford during the days when the whaling industry was in its prime the following from "The Mercury" of March 30, 1838, is quoted: "We have the satisfaction to-day of announcing the safe arrival at this port during the last two days of no less than nine vessels employed in the whale fishery, richly freighted with cargoes amounting in the aggregate nearly to 20,000 barrels of sperm and whale oil, and valued at the present prices at more than \$260,000. A considerable portion of these cargoes have been already disposed of, and for the quantity remaining to be put on the market, even higher rates will probably be obtained, in consequence of the recent advance in the price of oils in the European markets." And again November 2, 1838, it is announced: "Four arrivals at this port Friday from the Pacific ocean have brought upwards of 9,500 barrels of sperm oil, valued at about \$290,000."

Some of the bowhead whales yield an enormous product. Authorities differ as to the number of slabs of whalebone to be found in the jaw of the bowhead and right whales. Captain Wicks says 615 slabs in a bowhead and 420 in a right whale. Captain Earle says 514 in a bowhead, and Captain George Baker says 630 in a bowhead and 430 in a right whale. Captain Simeon Hawes once took a bowhead whale which made 375 barrels of oil, which is the record. The steamer "Jeanette" took a whale one cruise the bone of which weighed 3000 pounds. Captain Willis, on one Arctic voyage, took two whales the bone of which aggregated 5600 pounds. Captain Henry Taber, in the bark "America," took a bowhead whale the bone of which weighed 3000 pounds, the oil made 260 barrels, and some of the whalebone measured seventeen feet in length. Two of the slabs of this bone were in a Honolulu shipping office for many years, and lately have been in a saloon there. A North Dartmouth man remembers the circumstances of the taking of this whale, and saw the bone in Tom Spencer's office in Honolulu. This was almost the longest bone

ever taken from a bowhead whale. The ship "Ocean" once took a freak whale with an abnormally small body, the bone of which was eighteen feet in length.

Captain Charles Brower, who spent more than twenty-five years in the Arctic, made the statement that a bowhead whale will break ice two feet thick. Upon the receipt of whalebone in port it is cleaned with scrapers and brushes, and then submitted to a softening process in water until it becomes pliable, when it is steamed and cut into strips and lengths of marketable size. Arctic whalers figure that for every barrel of oil taken from a bowhead there will be seventeen pounds of whalebone, while in the Okhotsk sea but fourteen pounds of bone to the barrel.



## CHAPTER VII.

### New Bedford In Melville's Time.

Fifty years ago boys carried "Moby Dick" to bed and scared themselves so wide awake with Captain Ahab and his terrible foe that they couldn't get to sleep. And this classic of whaling romance, with its graphic pictures of New Bedford fifty years ago, is now so far forgotten that a lover of Herman Melville has asked fifty New Bedford boys if they have read "Moby Dick," and not one, he declares, had ever heard of this book.

The fascinating picture of New Bedford which Melville presented has caused many a boy and man to make a pilgrimage here. Robert J. Burdette confesses that he came about thirty years ago with Melville's picture in his mind, and "The Spouter Inn" was not, albeit a man showed him the long lance, "now widely elbowed," with which Nathan Swain did kill fifteen whales between a sunrise and a sunset. The fact that Melville has presented to us a picture of New Bedford fifty years ago, at a time when it was one of the unique cities of the world, makes it possible for this generation to appreciate how great a change the years have accomplished in the successful effort to keep up with a changing world.

It was a Saturday night in December, sixty or seventy years ago, when Melville stuffed a few shirts into his carpet bag and left New York for Cape Horn and the Pacific by way of New Bedford and Nantucket. He was determined to sail on a Nantucket whaler, because in the matter of whaling Nantucket was the great original—the Tyre of this Carthage—the place where the first American whale was stranded, and from whence the first adventurous sloop put forth, partly laden with imported cobble stones, the story goes, to throw at the whale in order to discover when they were nigh enough to risk a harpoon from the bowsprit. As a matter of fact he sailed from New Bedford in the "Acushnet." His name may yet be seen on the crew list which reposes at the custom house. He missed the packet, and to this we are indebted to the only picture of New Bedford in those whaling times, which is preserved to us. It was a very dark and dismal night, bitingly cold and cheerless. "Such dreary streets," writes Melville, "blocks of blackness, not houses, on either hand, and here and there a candle, like a candle moving about in a tomb." With halting steps Melville paced the streets. He passed the sign of "The Crossed Harpoons," which looked too expensive and jolly. So did the "Sword Fish Inn." At last he came to a dim sort of light, not far from the docks, and heard a forlorn creaking in the air, and looking up saw a swinging sign over the door, with a painting upon it representing

a tall straight jet of misty spray, and underneath these words, "The Spouter Inn, Peter Coffin."

Then follows the description of "The Spouter Inn," typical of the sailor boarding houses which disappeared but a few years ago. There was a wide, low, straggling entry, with old-fashioned wainscots, reminding one of the bulwarks of some old condemned craft. On one side hung a painting representing a Cape Horner in a hurricane, the half foundered ship weltering with three dismantled masts alone visible, and an exasperated whale purposing to spring clean over the craft in the seemingly enormous act of impaling himself upon the three mastheads. On the opposite wall was hung a heathenish array of clubs and spears, some set with glittering teeth resembling ivory saws. Mixed with these were rusty old whaling lances and harpoons, broken and deformed. Then there were divers specimens of skrimshander.

This was all typical only a few years ago, and the description would have applied to scores of sailor boarding houses on Water street and "The Marsh," but now they are not. Nor is the prototype of Queequeg, that awful harpooner, "He never eats dumplings; he don't. He eats nothing but steaks, and likes 'em rare."

Of all the institutions connected with whaling mentioned by Melville, there is but one which can be pointed out to the seeker of literary landmarks. That is the Seaman's Bethel. The New Bedford Port Society was established over seventy years ago, and in 1831 a chapel was built. It was dedicated May 2, 1832, "Father" Taylor, of Boston, officiating. Then the Bethel flag was unfurled, and from that time to the present has never failed on every Sabbath morning to signal to the sailor that there is a temple peculiarly his own, where he is welcomed on his return from his voyage, and where he can listen to the words of Gospel. The chapel that Melville attended and described was destroyed by fire in 1866, but a feature that attracted the writer's attention is still the wonder of the visitor. The walls are covered with marble cenotaphs, masoned into the walls, reading to the sailor about to go down to the sea the fate of the whalers who have gone before him. Delightful inducements to embark, fine chance for promotion, it seems, for a stove boat will make him more immortal by brevet. Yes, there is death in this business of whaling—a speechlessly quick chaotic bundling of a man into eternity. The tablets were often placed in the walls by the shipmates of the sailors lost at sea. Occasionally they were provided by a mother, wife or sister. Some of them bear weeping willows; others, more appropriately, ships; and nearly all are bordered by heavy black frames. Here is a sample cenotaph:

In the Memory of  
CAPT. WM. SWAIN,  
Associate Master of the

Christopher Mitchell of Nantucket.

This worthy man, after fastening to a whale, was carried overboard by the line and drowned,

May 19th, 1844, in the 49th year of his age.

"Be ye also ready; for in such an hour as ye think not the son of man cometh."

There is one which tells of the tragic death of Charles Petty, who was bitten by a shark while bathing near the ship, and died in nine hours. He was buried by his shipmates on the Island of De Loss, near the coast of Africa. Some of the tablets are inscribed with a verse, like this one—of one who fell from aloft and was drowned:

The sea curls over him and the foaming billow  
As his head now rests upon a watery pillow,  
But the spirit divine has ascended to rest,  
To mingle with those who are ransomed and blest

The officers and crew of the "Emily Morgan" have erected a stone to the memory of Lewis Ayshire, and this verse is engraved on the tablet:

The ship's bell—deep-toned moaning sound—  
Boomed o'er the quiet air,  
To call the crew in the sadness round  
To attend the funeral prayer,  
In his coral grave he's left to rest,  
With no urn or willow tree;  
His tablet is in the sailor's breast,  
This token of which you see.

The following inscription on a tablet shows how generally the men in a family followed the sea in the old days, and how often they were bereaved:

To the Memory of  
WILLIAM S. JAY,

Chief mate of bark Gov. Carver, who died on board at sea, Feb. 7, 1863.  
Aged 29 years.

Also his Uncles,  
GILBERT JAY,

Of the ship Peru of Nantucket, was lost from a boat while in pursuit of a whale, 1822, aged 27 years;

FRANKLIN JAY,

Mate of ship Pioneer, was lost from his boat while in pursuit of a whale, Nov. 22, 1832, aged 19 years;

WILLIAM H. SWASEY,

Of schooner T. Cash of Fairhaven, Conn., was lost at sea with all her crew, April, 1850, aged 39 years.

Melville's reflections upon these tablets will serve to-day. "Oh! ye whose dead lie buried beneath the green grass; who standing among the

flowers can say, 'Here, here lies my beloved; ye know not the desolation that broods in bosoms like these. What bitter blanks in those black-bordered marbles which cover no ashes! What despair in those immovable inscriptions! What deadly voids and unbidden infidelities in the lines which seem to gnaw upon all faith and refuse resurrections to the beings who have placelessly perished without a grave. As well might these tablets stand in the grave of elephants as here. But Faith, like a jackal, feeds among the tombs, and even from these dead doubts she gathers her most vital hope'."

The chaplain whom Melville heard undoubtedly was Father Mudge. The author calls him Father Mapple in the book. The old pulpit was furnished with a side ladder and man ropes, which Melville affirms the chaplain mounted hand over hand, with reverential dexterity, as if ascending to the main top of his vessel. After gaining the height he stooped over and drew the ladder, leaving him impregnable. The paneled front of that old pulpit was in the likeness of a ship's bluff bows, and the Bible rested on a projecting piece of scroll-work fashioned after a ship's fiddle-headed beak. The service had a nautical flavor which has now departed. The present chaplain is a faithful worker among the sailors, but he would not be expected to instruct his congregation to gather about him in the vernacular which Melville attributes to Father Mapple: "Starboard gangway there! Side away to starboard—larboard gangway to starboard! Midships." The sermon on Jonah reported in the book is declared by those who remember Father Mudge not to bear much resemblance to his style. It is probably the sermon which Melville considered should have been preached to sailor folk.



## CHAPTER VIII.

### Whaling Disasters.—An Old Ship.

When the Civil War broke out much of the wealth tied up in whalers was afloat on various seas. Twenty-five New Bedford whalers, with 2742 barrels sperm and 4150 barrels whale oil, were burned by Confederate cruisers. The value of the "Alabama" and "Shenandoah" vessels destroyed is given at \$1,150,000, of the oil at \$500,000, making a total of \$1,650,000. This was a crushing blow to the citizens, because it was a climax to a series of events which made the people of New Bedford apprehensive of the future.

The whaling industry was doomed by the discovery of petroleum, and the citizens knew it. The business men had made an attempt to stem the tide by forming an association to extend the uses of sperm oil and persist in its superiority, but they realized the hopelessness of the undertaking.

On Thanksgiving Day, less than a year before, the citizens had seen "The Stone Fleet," two prond squadrons, the pick of the whalers, sail forth to be sunk at the mouth of southern harbors. It was as if the cotton mills which line the shore to-day were one day loaded aboard scows and carried to sea to be sunk. It was visible evidence of the destruction of the most unique industry which ever created the wealth of a city. And, following upon such a catastrophe, came the news that the few surviving whaleships on the seas were being picked off one by one, burned with their cargoes, and the officers and crews made prisoners. And the war was upon the land to add to the encircling gloom.

The news which created such a sensation fifty years ago came from a group of officers and men who had been paroled aboard the "Alabama" put aboard a passing ship and landed in New York. One or two of the owners were wise in their generation and had secured insurance a few days before. The owners of the bark "Virginia," for instance, Captain Frederick Tilton, which was valued at \$24,000, took out insurance for \$11,500 at noon of the very day on which the news was received. The owners of the bark "Elisha Dunbar," Captain David R. Gifford, took out insurance upon her for \$4,250 only two days before; her value was \$21,250.

Captain Tilton told a story which shows that the sending of the stone fleet from New Bedford was a matter of resentment to the privateers and blockade runners, whom the closing of the southern harbor channels was designed to annoy. When taken aboard the "Alabama," Captain Tilton asked to be released, as he was doing no one harm. "You Northerners are destroying our property," retorted Captain Semmes,

"and New Bedford people are holding war meetings offering \$200 bounty for volunteers, and sending out stone fleet to blockade our harbors, and I am going to retaliate." Captain Tilton described the personal appearance of Captain Semmes in an interesting way. "He does everything in white kid gloves," he said, "and wears a heavy mustache, which he has waxed by his servant every morning." Captain Tilton told his fellow-citizens that Captain Semmes said he had burned the "Osceola" and nine other whalers before taking the "Virginia." Semmes, according to Captain Tilton, was very short in his remarks, and quick tempered, treating the prisoners brutally and unfeelingly. The under officers were of different dispositions, and some of them confessed to Captain Tilton they wished they were out of the business. Captain Tilton related the story of his capture as follows:

The pirate ship overtook us in lat. 39-100, long. 34-20. She first showed British colors, but when a quarter of a mile from the "Virginia" she set Confederate colors and sent an armed boat's crew aboard. I was informed the vessel was a prize to the "Alabama," and ordered to take my papers and go aboard the steamer. The pirates then stripped the ship of all valuable articles, and at 4 p. m. set fire to her. I went on the quarterdeck of the "Alabama" with my son, when they sent us into the lee waist with the crew. All were ironed except two boys, the cook and the steward. I asked if I was to be ironed, and the reply was that the vessel's purser had been in irons aboard the United States vessel and his head shaved. He proposed to retaliate. We were put in the lee waist with an old mattress and a few blankets upon which to lie. The steamer's guns were run out the side and the ports could not be shut. So when the sea was rough and the vessel rolled the water washed the decks and we were wet all of the time. Often we would wake at night with a sea pouring over us. Our food consisted of beef, pork, rice, ham, tea, coffee and bread. Only one of our irons was taken off at a time. We were always under guard. On October 3d we fell in with the schooner "Emily Farnham," to which we were transferred after signing a parole.

Many years after, another generation, in many instances, received a windfall from the payment of the "Alabama" claims. There were many survivors also living who profited at a time when they were in need of money, and, as it turned out, the men were amply compensated for all they lost and suffered. The testimony before the Court of Claims is a marvel in the revelations of the outfits which the sailors carried in their chests. Captain Semmes may have been a dandy, but the humblest sailor could have put him in the shade, as far as clothes were concerned, if the schedule of the outfits as sworn to at court were honest.

Another terrible disaster followed in September, 1871, when one day thirty-three New Bedford ships, crushed or frozen, were abandoned in the Arctic ocean. Twelve hundred men were there shipwrecked, but all of them were ultimately rescued. With the oil and bone which the

ships had on board they were valued at \$1,090,000. In 1876 twelve whalers were abandoned in the Arctic, and in 1888 five more were lost.

Steam whaling prospered for a time, whalebone selling at fancy prices, but there is no longer a market for whalebone. A group of men cornered all the whalebone in the country and shipped it to New Bedford, which is the world's market place for Arctic bone, and held it at five dollars a pound. They held it. The use of whalebone had finally become restricted to corset manufacture and to some extent in dresses. In the old days when whalebone was cheap and hoopskirts were in vogue it was commonly used in the latter, as well as in dresses and stays and corsets. Whips were made of it, and it was used for umbrella frames. Steel was employed later as a substitute for most of these uses, but for a long time after the wider utility had disappeared it was employed by the best corset and dressmakers, and there was a large market abroad, particularly in France. But when the price was put up to five dollars a pound the corsetmakers declared it prohibitive and turned to substitutes. Now "bones" for corsets and dresses are made of a celluloid substance which is said to be quite as good, if not superior. The whalemen blame "the Trust" for the ruin of the industry, but while the high price may have hastened the day of substitutes the substitutes would have been produced in any event. Moreover, the owners of the whalebone supply declare that in order to make any profit bone must command five dollars a pound. This does not represent cost, they say, if the risks of the business and the loss of vessels engaged in the Arctic industry are considered. Arctic whaling scarcely gave the owner of the ship a gambler's chance. A ship might encounter one closed season after another when the ships could not get to the eastward, and vessels were so frequently caught and crushed in the ice floes that the industry as a whole was seldom profitable. Still there was always the chance that a vessel might make a catch worth a hundred thousand dollars in a summer's work, and this was sufficient incentive for the daring whalemen.

Whalebone requires constant attention. It must be scraped every few months or it loses its virtue. So the value of it constantly deteriorates, and that is one reason, maybe, why "the Trust" finds it difficult to dispose of its bone. "The Trust" does not send ships into the Arctic now. The few vessels that go are largely old vessels, bought cheap by old whaling captains, who finance their own voyages. The opportunities for trading kept the industry alive longer than otherwise, but the natives prefer to trade for rum, and the revenue cutters prevent the whalers from engaging in trade on that basis. So most of the Eskimo trade now goes to the shore traders, who are under less close surveillance.

Since the great war, prices of sperm oil have gone up and a fleet of schooners is making handsome profits on Atlantic voyages. These are short voyages of a duration of a year or two. In the old days voyages

usually lasted four or five years, which gives point to an old whaleman's story: A New Bedford captain had spent a jolly night with his companions, and at daylight started to go aboard his ship. One of his companions grabbed him by the arm as he was about to leave the dock in a small boat. "I say, captain, you've forgotten to kiss your wife goodbye." "Hell!" said the captain, "I'm only going to be gone two years!"

A few of the old ships are still engaged. The whaling bark "Charles W. Morgan" is receiving especial consideration in these days, since she is the only typical old whaling square-rigger in port, and there will never be any more of them. One or two remnants of the fleet are at sea, and put in an occasional appearance here, but none are so picturesque and typical of old whaling models as the "Morgan." The "Morgan" is seventy-four years old, and is still in commission. She was built in 1841 by the man for whom she was named. Her first captain was named Norton, and she sailed September 4, 1841, and arrived back April 1, 1845, with 1600 barrels of sperm oil, 800 barrels of whale oil, and 10,000 pounds of whale bone. She sailed again on January 10, 1845, under command of Captain J. D. Sampson, and returned December 9, 1848, with 2100 barrels of sperm oil and 100 barrels of whale oil, having sent home seventy barrels of sperm oil. Her ownership was then transferred to Edward Mott Robinson, the father of Hetty Green. Captain Sampson still commanded her on a voyage to the Pacific, which started on June 5, 1849. In May, 1853, she returned with 1121 barrels of oil. The firm of I. Howland, Jr., & Company owned her when she sailed the following September for the North Pacific in command of Captain Tristam P. Ripley. She returned in 1856 with 12,000 pounds of whalebone, having sent home 10,000 pounds of bone, 1958 barrels of whale oil and 268 barrels of sperm. Captain Thomas J. Fisher commanded her in 1856, when she again sailed for the North Pacific, returning three years later with 28,700 pounds of whalebone, 18,000 barrels of whale oil, and 135 barrels of sperm. Next she sailed on a four years' voyage in command of James A. Hamilton, returning from the North Pacific in 1863 with 28,834 pounds of whalebone, 4080 barrels of whale oil, and 135 barrels of sperm. In December, 1863, the "Morgan" came into the ownership of J. & W. R. Wing. Captain Thomas C. Landers took her to the North Pacific and she returned four years later with 13,200 pounds of bone and 1094 barrels of whale oil. Her seventh voyage was to the North Pacific, once more in command of Captain George Athearn, when she took 3000 pounds of bone; and in 1871 she went to the Indian ocean in command of Captain John M. Tinkham, and took 1600 pounds of bone. Last year she went to Desolation islands on a sea elephant expedition. The "Morgan" repeatedly rounded Cape Horn, but these experiences never weakened her, and she has continued making long voyages to the stormiest seas in her career.

## CHAPTER IX.

### The Story of the Stone Fleet.

"View of the Stone Fleet, which Sailed from New Bedford Harbor, Nov. 16, 1861," is the title of a colored lithograph which is found hanging on the walls of many New Bedford homes. But the old pictures are growing scarce as the old homes are broken up, and the rising generation hardly knows the significance of the title.

"What is the Stone Fleet?" is the common question asked by persons who see the picture and are attracted by the spectacle of a fleet of crowded ships. It is a diverting story in which New Bedford whaling ships, masters and sailors, playing an important part.

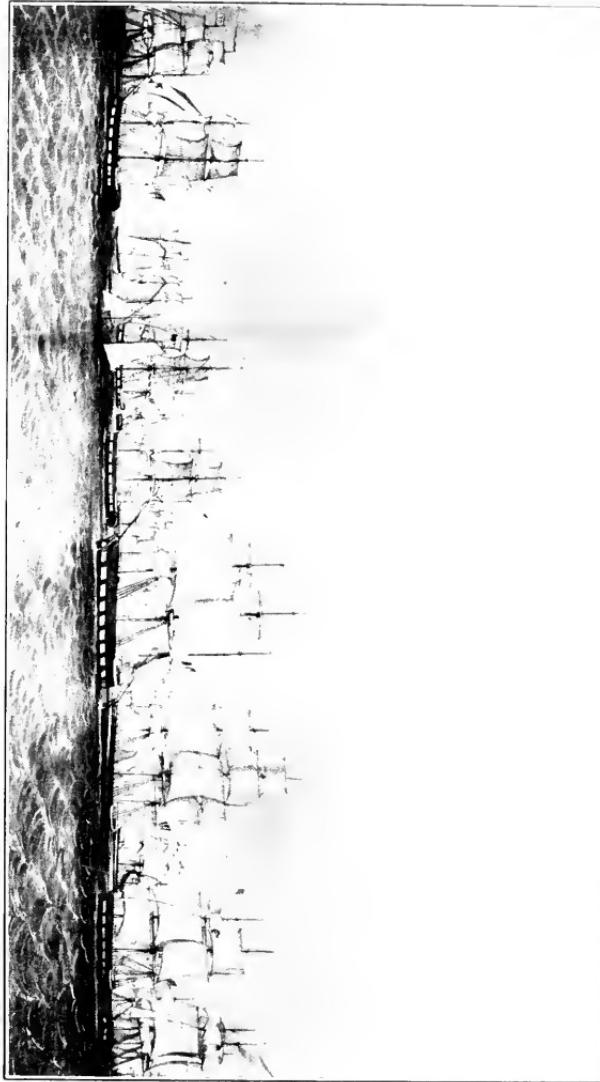
In the latter part of the year 1861, soon after the outbreak of the rebellion, one of the chief annoyances to the Federal cause was the constant blockade running of southern ports. Let the navy of the north watch and guard those narrow channels as might be with the few serviceable ships at command, the sharp and speedy blockade runners would slip through with stores for the southerners and exports for foreign lands.

Some genius in the Navy Department finally evolved the plan of sending down a fleet of stone laden ships from the north, sinking them in the inlets, and thus closing the channels. The scheme was readily adopted, and upon Gustavus V. Fox, Assistant Secretary of the Navy, was placed the burden of putting it into execution. Bids were invited, and a contract for furnishing ships and stone was awarded to a New York man, who in turn placed it with Richard H. Chappell, of the New Haven shipping firm of Williams, Haven & Company. Mr. Chappell was an old-time correspondent and friend of the local firm of I. H. Bartlett & Sons, and with the extensive shipping of New Bedford in mind, he turned to them for assistance in raising the fleet. And thus it happened that New Bedford became the rendezvous. Another reason was that New Bedford had just then experienced the blow of adversity which was surely but gradually to drive her shipping from the seas. The old whaleships were lying several tiers deep at the wharves, awaiting purchasers. There was no need for them in the waning industry, and rather than let them rot, their owners stood ready to sell.

Mr. Chappell was under contract to furnish forty-five vessels to the United States Government. He sent agents up the coast, and this district was left to the Bartletts to look after. So it happened that New Bedford furnished twenty-four vessels of the number required.

The work of assembling the fleet occupied two months, and the wharves were alive with gangs of workmen engaged in fitting the vessels for their final voyage. The Bartletts leased four wharves north of Union

THE SPONGE FLEET





street, and as fast as the ships were purchased they were berthed and prepared for their last mission. The vessels were sold as they returned from their last voyage, with all the whaling gear aboard. The activity of the agent in purchasing the vessels was a mystery at first, and the destination of the vessels aroused much speculation. The Bartletts bought all the vessels offered.

Among the craft purchased was the "Margaret Scott," a vessel which had been seized a short time previously by a United States marshal on the grounds that she was being fitted for a voyage in slave trading. Her commander and owners were found guilty of the charge, and the "Scott" was sold at auction by United States Marshal J. S. Keyes and acquired for the Stone Fleet. The old bark "Potomac" was so old and rotten that she was mere cement in places, yet she brought a good price because she was copper fastened; and even after she was purchased the Bartletts were offered a bonus of \$1,000 for their bargain.

Some deals were made under unique conditions. For instance, in buying the ship "Francis Henrietta," Mr. Bartlett was one entire night dickering with her owners, and the deal was not closed until two o'clock the next morning. In the case of the "L. C. Richmond" and "Courier," Charles L. Wood asked Mr. Bartlett if he wanted any more vessels and that if he did he could have the two for \$5,000 each. Mr. Bartlett said he would look the "Richmond" and "Courier" over and let Mr. Wood know after dinner. Right after dinner he went to Mr. Wood and said: "I will give you \$4,000 each for the vessels." In two hours the ships had changed hands. The vessels purchased by the Messrs. Bartlett were as follows:

Vessel.	Owner.	Price.
Amazon, Fairhaven, .....	H. A. Church .....	\$3,670
Valparaiso .....	William Hathaway .....	5,500
Edward .....	J. A. Beauvais .....	4,000
Archer .....	E. W. Howland .....	3,360
Margaret Scott .....	U. S. Marshal .....	4,000
Herald .....	E. W. Howland .....	4,000
Courier .....	O. & G. O. Crocker .....	4,000
L. C. Richmond .....	J. B. Wood & Co. ....	4,000
South America .....	W. O. Brownell .....	3,600
Potomac, Nantucket .....	I. & P. Macy .....	3,500
Majestic .....	S. Thomas & Co. ....	3,150
Kensington .....	D. B. Kempton .....	4,000
Rebecca Simms, Fairhaven ..	Jenney & Tripp .....	4,000
Harvest .....	S. A. Mitchell .....	4,000
Leonidas .....	R. Maxfield .....	3,050
Maria Theresa .....	T. Nye, Jr. ....	4,000
India .....	B. F. Howland .....	5,250
American, Edgartown .....	John Baylies .....	3,370
William Lee, Newport .....	P. G. Monroe .....	4,200

Mechanic .....	O. Reed .....	4,200
America .....	I. Howland, Jr., & Co. ....	5,250
Garland .....	Rodney French .....	3,150
Cossack .....	C. Hitch & Son .....	3,200
Frances Henrietta .....	Wm. G. Pope .....	4,000

The preparation of the ships was under the supervision of the Bartletts. Captain Rodolphus N. Swift was the general agent, and Captain James B. Wood and Fred A. Stall were assistant agents. The wharves were alive with gangs of workmen. About 7500 tons of stone was finally required for ballast and to ensure a ready sinking of the vessels.

New Bedford wharves had seen some activity, but not such a continuous stir and bustle as ensued for six or eight weeks. As finally fitted each ship had only accommodations to furnish reasonable passage to the officers and crews to the rendezvous, only enough sails to get them there safely and expeditiously, no chronometers, and only one anchor and chain. All the gear purchased and not actually needed for the expedition was piled up in open squares and on the wharves, and later sold at auction. Many were the bargains secured by local whaling men.

As fast as each ship was emptied, she was fitted for convenient scuttling. About two inches above the light water line a two inch hole was bored in the counter, running completely through the side of the vessel. Into this from each side was inserted a plug turning to a loose fit and provided with a flange head sufficiently large to close the opening. These two plugs were bolted together by a bolt passing through the centre, held by a head on the outside and by wrench nut on the inside. At the proper time the nuts were unscrewed by the wrench made on them, the bolt knocked out and the two plugs were allowed to fall out and let the water pour in.

James Duddy furnished the stone for filling the ships. He started into the country, and soon had all the farmers tearing down walls and loading stone on drays.

When the fleet was ready for the expedition the crews were shipped at this port, just enough men being engaged to handle the vessels. For the most part old whaling captains were booked as commanders of the ships. There was just enough adventure in the enterprise to lend attractiveness to it.

By November 15, 1861, the Stone Fleet was at anchor in the lower harbor with the crews on board. The captains of the vessels reported each morning to the agent. At seven o'clock on Wednesday morning, November 20, sealed instructions were received by Commodore Rodney French with orders to proceed to sea. The first fleet consisted of the following vessels: Barks "Garland," Commodore Rodney French, 243 tons; "Harvest," Captain W. W. Taylor, 400 tons; "Leonidas," Captain



CAPTAIN'S OFFICERS STAFF

Captain Captain  
Cpt. H. C. Cpt. F. M. Cpt. W. C. Cpt. G. J. G.  
Cpt. G. C. Cpt. E. Cpt. G. C. Cpt. G. C. Cpt. G. C.  
Cpt. H. C. Cpt. F. M. Cpt. W. C. Cpt. G. J. G.  
Cpt. G. C. Cpt. E. Cpt. G. C. Cpt. G. C. Cpt. G. C.



Joseph W. Howland, 200 tons; "Amazon," Captain J. F. Swift, 336 tons; "Cossack," Captain John D. Childs, 350 tons; "Frances Henrietta," Captain Michael Comisky, 381 tons; "Herald," Captain A. H. Gifford, 346 tons. Ships: "Maria Theresa," Captain F. S. Bailey, 425 tons; "Archer," Captain William Worth, 380 tons; "South America," Captain David G. Chadwick, 550 tons; "Courier," Captain Shubael F. Brayton, 350 tons; "Kensington," Captain B. F. Tilton, 350 tons; "Potomac," Captain Thomas Brown, 350 tons; "L. C. Richmond," Captain Martin Mallory, 306 tons; "Rebecca Simms," Captain J. M. Willis, 425 tons; "American," Captain W. A. Beard, 400 tons.

The signal gun was fired, anchors weighed, and the fleet passed down into the bay. The garrison at Fort Taber saluted with thirty-four guns and the fleet replied. Clarks Point was crowded with citizens, who sped the parting fleet with cheers and waving handkerchiefs. The patriotic keeper of Dumpling light house fired a signal gun. The revenue cutter "Varina," with a large company on board, escorted the fleet out of the bay. At ten o'clock Pilot William O. Russell was discharged, and the vessels under full sail headed for the south. The sealed instructions were opened on the 21st and it was found the fleet was ordered to Savannah, and report to the commodore of the blockade squadron.

Captain J. M. Willis was the last surviving captain of the Stone Fleet. Over eighty years old, Captain Willis had a retentive memory and the incidents of the trip to the south in the ships of the fleet were remembered by him with vividness. Captain Willis was commander of the Fairhaven ship, "Rebecca Simms." In company with the other ships she made a successful short voyage down the coast, ultimately arriving at her destination without accident. The "Simms" was one of the fastest vessels in the fleet and she had the distinction of getting to Savannah first, and was the first of the Stone Fleet to be taken across the bar. Captain Willis kept a log of the trip and in it is told that only two or three days of bad weather were encountered. Said Captain Willis:

When all preparations were made for the start we decided on Rodney French for commodore of the fleet. Rodney, who was afterwards mayor of New Bedford, was a pretty good fellow, told a good story and was generally liked by the rest of the captains. There was only one of theasters who thought Rodney was not the man for the position. This was Captain William Worth, of Nantucket. Captain Worth had been on a man-of-warsman, and I supposed that he thought this should have made him commodore, but Rodney was good enough for us. We used to report on board the "flagship," the "Garland," every day as long as we laid in the harbor here waiting to sail. There was a great joke on the commodore at the time. When we started the commodore wanted to follow the coast down south. Immediately there were objections on the part of almost every captain. We were not coasters and didn't want to get in too near the coast. The commodore on getting under way told us we were to

shape our course for Long Island. But the majority of us wouldn't consent to any such thing. We had sailed out of New Bedford many times and had never done such a thing before. We split tacks on getting down the bay and by night the commodore was well in the rear. At dark the "Simms," "L. C. Richmond" and "Kensington" were well ahead of the other vessels. The joke on the commodore was that the "Garland" did not get to Savannah until all the other ships of the Stone Fleet had arrived, the "Garland" being six days behind the "Simms."

When the "Garland" came to anchor Commodore Rodney fired a salute. He had taken a big spar and had some of his crew rig it to look like a gun, and ran it out forward of his gangway. When the commanding officer of the fleet heard the report he began an investigation, and sent a boat aboard the "Garland" to see what she was doing with that big gun. He found that Commodore French had lashed a small cannon on his big spar, and when he reported the circumstance to the commanding officer the latter passed it off with a smile, as he was fond of a joke. Old Rodney was easy enough spotted as the ship that had fired the gun, for when he came into anchor he had all his pennants flying from top-mast head to deck. There used to be a story that when the commanding officer asked Old Rodney who had fired that gun that Rodney replied, "The commodore of the Stone Fleet," whereupon the commanding officer told French that he knew of but one commodore in those waters, and that was Dupont, and to haul in his colors and never fire the gun again, but I guess that story grew from the original version as I told you at first.

I have often thought that we men of the Stone Fleet deserved a pension, for I never realized the danger we were in until the trip was all over. The danger came from the way the stone was stowed on board, with only boards forward. Had we encountered any kind of rough weather the stones would have broken the boards and the cargo shifted, and there is no knowing what would have become of the ships that this happened to. But it didn't occur.

In going down I frequently saw the ships, "L. C. Richmond" and "Maria Theresa," and the day I arrived off Savannah bar, December 4, the "Theresa" and "Phoenix," the latter a New London ship, were in company with me. I passed the frigate "St. Lawrence," lying at anchor off Port Royal, and at 4:30 dropped anchor under foot off Savannah bar. We were used to anchoring most anywhere in the world, and asking the mate if he could furl the sails I lowered a boat and started in to report my ship to the commanding officer. Captain Mallory, of the "L. C. Richmond," wanted to go in with me, so we took three men each and started in over the bar. We met a gunboat, the "Seneca," coming out, and her commander hailed us and wanted to know who we were. "The 'Rebecca Simms' and 'L. C. Richmond,' loaded with stone to the commanding officer off Savannah," I answered. "Want to go in?" he asked, and I told him, "Yes."

The commander of the "Seneca" turned to a man at his side, who turned out to be the pilot, and asked him if he could take us in that night. "How long will it take to get sail on your vessel?" asked the pilot. "Three minutes if you will give me men enough," I answered.

The men were sent out to us and we got underway, and went in over

the bar. The wind leaving us, we had to anchor just inside the entrance of the harbor.

The next morning at seven o'clock I reported to the captain of the frigate "Savannah." I found him sick, and talked with him as he lay in his cot. He wanted to know who we were, and I told him, and that we had stone. He sent word to Commodore Dupont, and at the same time gave me an opportunity to write home, which I did, but neglected to state where I was, and when the letter got home it was still thought that our objective point was a secret.

Well, we were down there about a week. The same day I went on board the frigate ten of the fleet arrived. Seven of them came in over the bar. Several struck bottom and three were outside with their colors in the rigging or at half mast, and a gunboat went to their assistance. The "Meteor" of New London parted her chain and went on the bar. The "Lewis" of New London ran on the reef and was lost. That afternoon I landed on Tybee island and for the first time set my foot on secession soil. On December 6th the bark "Phoenix" of New London was beached on Tybee island to make a wharf for landing troops. The "Robin Hood" of New London and the "Potomac" of Nantucket arrived that afternoon, and the "South America" came in during the day.

During the next few days the crews of the ships saw some of the naval life at the place. They saw the gunboat "Seneca" capture a large English bark loaded with cannon, ammunition, blankets, etc. We assisted in landing 800 troops. The whaleboats came in handy and the crews were glad to do the work. The bark "Peter Denile" of New York, and the "South America" of our fleet, were beached to make a wharf. We were ordered to Port Royal, and on December 9th the gunboat "Pocahontas" towed us outside the bar and we anchored. We were still anchored next day when the "Harvest," "Amazon" and "Garland" arrived from New Bedford.

On December 12th the vessels of the Stone Fleet, with the exception of two, the "Potomac" and "Cossack," were safe in port and in company with Rodney French, of the "Garland," I went on board the frigate "Wabash" and reported to Commodore Dupont. I never met a more gentlemanly or a more noble man in my life. We found the commodore a very social man. He invited us to a social chat and when we left invited us to call again. He said he had nothing to do in ordering our fleet, and hardly knew what to do with us. We were at Port Royal a week, and I enjoyed my stay there very much. I met my sister's husband, Captain John Ewer, then acting master on board frigate "Sabine," and his son, Wallace Ewer, acting master on steam frigate "Mohigan." I visited the latter several times and in his company and with the paymaster rode across Port Royal island to a soldiers' encampment. We had a horseback ride at Uncle Sam's expense. We lunched on our way on oysters taken from the water and prepared by a negro.

On December 17th we were ordered to sail for Charleston, and arrived off the bar in company with seven ships on the 19th and anchored. Later in the day we had orders to close in and the next day all the fleet had arrived and that night eight of the ships had been sunk after unbending sails, which were delivered on board the "Robin Hood." The rest of the fleet were sunk later. We all anchored at high water and there was only two or three feet of water under us at the time. We were placed in

position under direction of George H. Bradbury, flag officer on board frigate "Wabash." It was just 9:45 when I drove out the plug below the water line in the "Simms" and then with my crew went on board the steamer "Cahawber." I was ordered back to cut away my masts and at 11:30 they were overboard. I was the only captain of the fleet that had this distinction, in all other cases the crews of the warships doing the work.

The plan for closing the harbor was to place the obstructions on both sides of the crest of the bar, so that the same forces which created the bar might be relied upon to keep them in their places; also, to place the vessels checkerwise, and at the same distance from each other, so as to create an artificial unevenness of bottom, resembling Woods Hole. This unevenness would give rise to eddies, counter currents and whirlpools, thus making navigation extremely dangerous. The placing of the vessels in the desired positions proved a difficult undertaking, but they were all sunk by ten o'clock or were sinking. None disappeared wholly from sight. Some were on their beams end, some down by the head, others by the stern, and masts, spars and rigging of the thickly crowded ships were mingled and tangled in great confusion. For an hour or two the falling spars as they were cut away made great splashings, as one after another of the ships became mere hulks upon the water. The vessels sunk were the "Amazon," "America," "American," "Archer," "Courier," "Herald," "Kensington," "Leonidas," "Maria Theresa," "Potomac," "Rebecca Simms," "L. C. Richmond" and "William Lee," all belonging to New Bedford, and the "Fortune" and "Leonidas" of New London. The remaining vessels, excepting the "Harvest" and "Valparaiso," which were retained at Port Royal as store ships, were disposed of at various points, a number of them being used for store ships and temporary wharves.

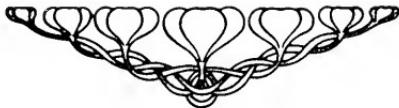
The next day all the crews of the Stone Fleet were on board steamer "Cahawber," and in the middle of the day a fire was started on the ship "Robin Hood," which was literally filled with the sails from all the vessels of the Stone Fleet. It was hoped to give the southerners a grand sight of a bonfire of the remains of the Stone Fleet, but the "Robin Hood" did not burn very fiercely, and there was more smoke than flames. We laid at anchor for several days before starting for the north, and on the 27th went up to Beaufort, where we roamed about the deserted town. I remember going into the houses and finding everything as the families had left them, children's playthings, and it made even a northerner feel sad. On the day after we went up to Beaufort. We were transferred to the steamer "Empire State," and on the 28th sailed north. We landed in New York, December 31st, and as there was no boat for Fall River that night we had a good time in the city until the following night, and on January 2d arrived back home in New Bedford.

Captain Willis recalls that all the vessels but one allowed the men to work as little as possible, but the exception made some talk at the time among the crews. The idea of going to sea, and not having the ship's deck scrubbed was too much for the idea of sea duty of Captain Worth, of the "Archer," so he had his crew break up some of the stone cargo and scrub the decks of the ship. The decks had been filled with tar

and pitch to stand the trip and had not been smoothed down as if the vessel was going on a voyage, but in the week the "Archer" was going down the coast the crew were made to polish the deck and by the time Savannah bar was reached the deck was smooth. The men had only the regular allowance of food, although all the ships were well provisioned for the trip, and a quantity of stores had to be thrown away before the ships were sunk. It is recalled of Captain Worth that there was a particularly fine whole ham on board the "Archer" that had not been cut and Captain Worth could not bear to see this wasted, so he placed it in a traveling bag, and carried it back to Nantucket with him. It is said that the crews of one or two of the ships lived so well they got short of provisions. Not a thing was taken out of the ships when they were scuttled.

The second fleet of New Bedford vessels sailed December 9th and comprised the following: Ships "America," Captain B. Chase; "William Lee," Captain Horace A. Lake; barks "India," Captain Avery F. Parker; "Mechanic," Captain Archibald Baker, Jr.; "Valparaiso," Captain William Wood; "Margaret Scott," Captain Henry F. Tobey; "Majestic," Captain Joseph Dimmick. This fleet joined the other vessels before the fleet was finally sunk.

It is told that one of the New London ships never reached her destination, but finally brought up in Provincetown harbor.



## CHAPTER X.

### The Arctic Disaster of 1871.

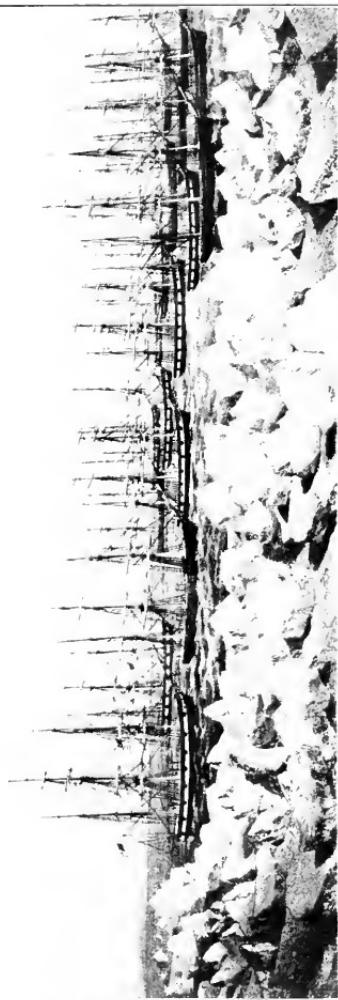
The loss of thirty-two New Bedford whaleships in the Arctic in the season of 1871 was a terrific blow to the industry, and to the fortunes of owners. The story is that told by William F. Williams, of this city, who is now engineer to the State Highway Commission. Mr. Williams sailed on his father's vessel as a youth. He says:

It is now more than forty-five years since the fleet of thirty-two whaleships was abandoned in the Arctic ocean, a lapse of time in which many of its leading participants have cleared for their Last Voyage, and in which the event itself has become little more than a memory even in the city of New Bedford, the home of its greatest sufferers.

We returned to Honolulu in the bark "Josephine" from the season of 1870, and on November 24, 1870, we sailed again in the bark "Monticello" of New London for a cruise in the South Pacific and the Arctic ocean, the first part of the voyage being commonly known as the "between season cruise," and so arranged that we would reach the Arctic ocean by the time the ice had past out, the object being sperm whaling and the "breaking in" of the crew. The time at my disposal this evening will not permit me to go into the details of the cruise in the South Pacific, although it abounded in interesting experiences.

Our last port of entry was Yokohoma, from which we sailed on the 10th of April, 1871, and laid our course direct for the Behring sea. I do not recall ever having any lonesome or long days in my experience on a whaler, but if there were any dull days it was when "making a passage." Then more sail is carried and whales are seldom seen; but on these trips I had to devote more time to my studies, which I kept up all the time I was at sea, so that when more interesting events were taking place I could have a holiday. In the early part of May we entered the Behring sea well over toward the Asia side, and made the ice near Cape Thaddeus. We were in this ice nearly two months, and no time was our progress fast, and some days we actually lost ground. During this time the view as far as the eye could see was one expanse of snow-covered ice, broken here and there by narrow leads and small areas of clear water. Unless blowing very fresh there were none of the usual sea motions to the ship, which was not an unpleasant relief from the ceaseless rolling and pitching which prevails while at sea.

I also recall that it marked the cessation of the daily working out of sights for latitude and longitude, which was a relief to me, as I had been obliged to learn this part of ship duty. Most of the time one or more ships was in sight, and frequently close enough for visits to be made and return across the ice. I was barred from making these trips as they were always more or less dangerous from the constant shifting of the ice opening up lanes of clear water, often requiring long detours to cover a very short distance in a direct line. Sail was kept upon the ship whenever the direction of the wind and the condition of the ice permitted of any headway whatever. A constant lookout was kept for whales, for it is the





habit of the "bowhead" to leave the Arctic ocean for the Behring sea the last thing in the fall, and to return as early in the spring as the condition of the ice would permit. Of course it is seldom that the boat can be lowered, but bomb guns and "irons" are kept at hand, and if a whale came up in any of the clear water spaces near the ship there would be a wild rush by everybody to get a shot at it. Sometimes when the ship was not under sail, men were kept on the ice at these openings and it was not an uncommon thing for whales to be captured in this manner, although more were lost than were saved.

I will digress at this point to state that it is a singular fact that while the bowhead is classified as the "northern right whale," he is never spoken of as a "right whale" by a whaleman. There is a similarity between the bowhead and the right whale, yet they are very different in many respects. For instance, the bowhead has only been seen in the Okhotsk sea, Behring sea and the Arctic ocean, both on the Pacific and Greenland sides, never anywhere else. There is, however, a right whale which frequents the Behring sea on the American side, but is never seen in the Arctic ocean, and this whale is different in some ways from the right whale of the Japan sea and from the right whale of the Atlantic ocean and the South Pacific. The right whale of the Behring sea and of the Japan sea is a fighter, and the female never deserts her young in the face of danger. The bowhead is not a fighting whale, rarely ever doing any injury, intentionally at least, and the female always deserts her young on the first approach of danger.

While the Behring sea ice is not as heavy as that met with in the Arctic ocean, it has substance enough to require considerable caution in the working of the ship through its various leads. This particular year the ice in the sea was unusually heavy, and several of the ships were injured. The bark "Oriole" was stove and became a total loss, furnishing one of the events of the season. This was in the latter part of June, and we had just got through the main body of the ice at a point near St. Lawrence island, south of Behring straits, when the "Oriole" was seen to set her colors union down. There were several other ships near, and all sent men to assist in pumping and finding the leak. The ship was finally taken into a harbor near by, on the Asia side, called by the whalemen Plover bay, to be ultimately abandoned as already stated. Shortly after this event we met the survivors of the bark "Japan," which was lost at Cape East, on the Asia shore, the last part of the season before. Eight of her crew had died, the rest passed the winter with the natives and had had a terrible experience, as they were not able to save any of the ship provisions and were obliged to live on the native food of blubber and walrus meat cooked with the hair on it. I remember how I was impressed by hearing Captain Barker tell that the last square meal he had before, excepting the native diet, was a few tallow candles which he picked up on the beach. I think that the experience of the crew of this ship had considerable bearing upon the decision of the captains later in the year to abandon their ships.

We entered the Arctic ocean the latter part of June, but finding heavy ice well to the south and closely packed on the American side we went to "walrusing." Up to a few years previous the whalemen had not considered the walrus a foeman worthy of their steel, but some one had put in his spare time while waiting for the ice to move out, killing walrus

and converting their blubber into oil, to discover later that it was nearly if not quite as valuable as whale oil. That was the doom of the walrus. At that time the walrus was captured with the regular "toggle iron" or "harpoon" (by the way, whalemen never use the word "harpoon"). The length of the shank of the iron is reduced to save it from getting twisted out of shape by the efforts of the walrus to release themselves. Nearly all of the walrus were captured in the water, and when killed hauled out on the ice to be skinned. In this apparently cumbersome manner our four boats killed over 500 walrus in less than a month's time, the net results of which were about 300 barrels of oil. It was no uncommon occurrence to see thousands of walrus upon the ice within an area of easy vision, and as the sun never set during this period the hours of work were only limited by the physical capacity of the men, and that was tried to its utmost. I will add here that in the following years the Sharpe's rifle was substituted for the iron, and the walrus was shot while on the ice. It was not an unusual record for a "good shot" to kill a hundred walrus on one block of ice and without moving his position. They did not seem to mind the report of the gun or to notice the hunter as long as he kept quiet, but it was essential that the shots be instantly fatal, as a wounded walrus would soon drive his particular colony into the water. The vital spot is the brain, on top of the back part of the head, where the bone is thin and the skin tight. Body shots are rarely fatal.

On one pleasant day I was permitted to go in the boat with the first mate, where I had my first near view of a live walrus. To make matters interesting the first walrus struck promptly drove his tusks through the side of the boat, tearing out a piece of plank large enough to have sunk us in a few minutes if the crew had not been used to such experiences. The walrus was promptly dispatched by a thrust of the lance, the boat pulled to the ice, hauled out, and a canvas patch tacked over the hole in about the time it takes to tell it. After enough walrus had been killed to make a boat load they were hauled on the ice, skinned, and the blubber packed in the boat, when we returned to the ship. While an old walrus will weigh over 2000 pounds, you are not properly impressed by their size even when they are in full view on the ice, because having no legs they are always apparently lying down. In the water their size is still more deceptive, as you only see their head and a small part of their back. Their movements, too, are so clumsy that it is extremely funny to see them on the approach of a boat get off the ice, the females fairly shoving their young overboard in their anxiety to get them out of danger, and all bellowing and barking as though Bedlam had broken loose. At times the water around the boat was fairly alive with young and old walrus, but as no one else seemed alarmed I took it for granted that there was no danger, although at first my nerves got a few bad "jars," when upon hearing a terrific bellow at my back I would turn to find myself almost within arm's length of a rather vicious looking combination of a round head, wicked black eyes, and a pair of long drooping white ivory tusks, but I soon learned that he was the most frightened of the two and promptly escaped if possible, either by diving or swimming away from the boat. Now and then a female walrus separated from her young, or an old bull walrus slightly wounded, would make a rush for the boat, sometimes causing an accident to some member of the crew, although I

do not recall any that were fatal. The boats, however, were frequently stove, so much so that it usually took about a week after the walrusing period was over to put them in proper repair.

During the walrusing period the ship was constantly under way, most of the time in scattering ice, which, together with the presence of a number of other ships, made navigation very trying to the nerves, requiring as it did almost constant attention to the conning of the ship. Collisions with the ice were frequent, especially when the weather was foggy, and I must confess that I could never get used to the sensation produced by the ship striking a good sized ice floe, especially when, as was often the case, it was followed by the order to "try the pumps," which always gives you a few bad moments when your breath doesn't seem to come just right, and your heart wants to come up and see what the trouble is all about, but the pumps suck, and with another addition to your regard for the "good old ship" you get back to your normal mental condition only to go through the same sensation the very next time the ship fetches up good and solid. Our most startling experience that season was on an occasion when it was blowing quite fresh and the ice had suddenly shifted. We were practically cut off from open water, except for a narrow passage between two very large floes of ice. Had the passage been straight, as at first it looked to be, we would have got through without striking, but the ship was going quite fast, so that when the exact situation was known we had no alternative except to try to make it. The ship struck first a glancing blow on the weather bow, which rolled her down almost to her lee plank shear, then shearing off she ran directly into the floe on the other side, which she struck with tremendous force, bringing her to a complete stop and throwing the watch below out of their berths. After a few heavy rolls she gathered headway and went through the passage. Of course we thought she was stove. The pumps were immediately rigged and men sent below into the fore peak to see if they could hear the water coming in, but they soon reported everything quiet and the pumps confirmed the report, but it was a narrow escape.

By the last of July a strong northeast wind broke up the ice, which up to this time had hung close to the American shore, and we began to think seriously of whaling. The ice was still heavy and well to the south all across the ocean, so that it was impossible to get to the Herald island grounds, and as the whaling the year before had been around Point Barrow, all the ships commenced to work to the northeast in the clear water between the ice and the American shore.

The contest to be head ship was close and spirited. The right of way due to starboard tack was insisted upon fully as zealously, even to the limit of hairbreadth escapes from actual collision as ever seen in a cup race. Those old "square toes," with plenty of wind and a smooth sea, manned by crews every man of which by that time could qualify as an A. B., made a nautical picture rarely seen in even the great traveled highways of the ocean. Then again the tacking of a "square rigger" is rather an impressive evolution compared with tacking a fore and aft craft like a schooner, where you put the helm down, haul over the jib sheets, and it's all done. But the weather was fickle, the wind shifted to the west and the ice came in again, bringing the ships practically to a standstill, so that "gammimg," which I need hardly tell you is the sailor's

term for visiting, was frequent, greatly to my joy. You see a "gam" meant much to me; for one thing, it brought a good dinner, whether I staid at home or went aboard the other ship, as the best the ships afforded was always brought out on these occasions. It meant also seeing new faces and hearing the latest news from civilization, as many of the ships had not made the between season cruise, but had come direct from Honolulu or 'Frisco. If you have never made a long voyage you can hardly appreciate the full force of this statement; but most important of all it brought an opportunity to get new reading matter. It is the rule for the first mate of the ship that is being visited to return to the other ship with her captain's boat, but with his own crew, and I generally went with the mate. In this way I could exchange books, and in general have more liberty. In addition our mate was good-natured enough to frequently let me steer the boat and give the orders in leaving and approaching the ships.

One of the incidents usually connected with "gammimg," and which never lost its interesting excitement to me, although witnessed many times, was the operation of "speaking a ship," both being under sail at the time. The intention of a desire to speak was generally given by the ship in the windward position hoisting her ensign and "keeping off" for the ship she wishes to speak. The latter would then be "hauled-aback," *i. e.*, the helm is put hard down so as to bring the ship sharp on the wind, while the yards and sails on the mainmast are squared or "hauled-aback," the yards on the foremast are "braced forward," that is with the sails full and all the fore and aft sails also full. In this position the ship is nearly motionless, forging ahead a trifle. The speaking ship when directly to windward "keeps off" and heads for about amidships of the other ship, holding her course, until to the novice, especially if on the waiting ship, it seems as though a collision were absolutely unavoidable; but just about this time the other ship shears a little, passing close by the stern of your ship, and the two captains exchange the compliments of the day, usually ending by one inviting the other aboard. The conversation is also carried on without the aid of a trumpet, an omission which at first rather lowered the nautical character of the event in my estimation; but I soon became reconciled to allowing the trumpet to depart, in company with a lot of other nautical fallacies which I had imbibed from the writings of Cooper and a few others. It is quite essential that the speaking ship shall have an experienced man at the wheel during this evolution. Sometimes when it is blowing fresh, and on all ships that steer badly before the wind two men are put at the wheel, with an officer close at hand. Greenhands, upon their first experience at the wheel when speaking a ship, have been known to get so badly frightened that they either run away from the wheel or become physically incapable of executing the orders.

During this time we were nearly constantly in sight of land in the vicinity of Cape Lisburne, which is a bold strongly defined landmark, the last of the high land on the American shore. From Cape Lisburne the land slopes to the north, becoming quite low and marshy, without trees or shrubs, and of an extremely uninteresting appearance, continuing this way to the north and east with slight variations for many miles. A line of sand bars extends parallel to the shore for some distance. Uncertainty as to the exact location of these shoals made navigation close

to the shore rather hazardous; the charts in use at this time were very deficient in exact information, which obliged the captains to trust largely to their personal knowledge and the lead line. It is also a rather peculiar fact that there are no regular tides on this coast, although a sudden change in the direction of the wind oftentimes produces a temporary rise and fall of the level of the sea. The compass is also very uncertain, particularly in thick weather. I have often seen the ship tack and the compass remain stationary, but by a vigorous shaking of the compass the needle would finally respond to a change in direction.

I have already remarked that the bowhead is not a fighter, but I do not want you to infer from this statement that there is no risk involved in their capture. For, like everything connected with the sea, you pass so quickly from comedy to tragedy to comedy that you never are safe in trying to limit the possible dangers in the capture of a whale, as a few incidents will illustrate. One of the whales taken by our boats at this time accidentally got into close contact with the boat and proceeded literally to spank it, bringing its great flukes down on top of the boat several times. From the ship it looked very bad for the crew and the boat, but aside from a broken oar or two no real damage was done to either, and the whale was killed. Of course the crew hugged the bottom pretty close, but the real secret of their escape was the fact that the whale was not vicious. If it had been a right whale or a sperm whale there would not have been enough of the boat left to pay to save, and probably some of the crew would have been killed. Another time my father's boat was fast to a whale who was running for the heavy ice, when by a sudden swerve in his course he ran the boat over a small cake of ice, capsizing the boat and running off with the line. Before we on shipboard could hardly realize what had happened the boat's crew were all sitting astride the keel of the boat. Fortunately the line did not catch on anything, and what might have been a tragedy became a farce, and one that for some time it was not good judgment to discuss within the hearing of my father.

Now just a few words about the unwritten law of the right of chase as recognized by whalers, because it may have occurred to you that a few whales among so many ships, each carrying from four to five boats, might produce a badly mixed up state of affairs. But if a lone whale was raised the first ship to lower a boat had the right of way. Unless the ships were very close it would rarely happen that more than two or three ships would see the same whale at the same time; the other ships would know a whale was in sight by seeing the boats, but they might not see the whale. Again the boats of a few ships might be chasing different whales, discovered in separate locations, but at the same time, while the greater number of the ships would be looking on. If a number of whales were in sight and well dispersed so that all the ships could lower their boats, they would do so, but great care was used not to interfere with each other's whales as soon as that fact was established by the whale being nearer to one boat than to another.

By the latter part of August the ice had worked some distance off shore and the ships commenced again to work to the northeast. Blossom Shoals off Icy Cape were passed, and it began to look as though we would reach Point Barrow, where we expected to find plenty of whales; but on the 29th the wind came strong from the southwest accompanied

by snow, and the ice commenced again to shut in. At this time we were off Point Belcher, and my father decided to turn back. It was a beat to windward, but we hoped to get by the shoals ahead of the ice. The sea room, however, was narrow, requiring short tacks and the taking of chances in the shoal water along the shore. We had only made a few miles to the south when one of those peculiar incidents happened which make sailors believe in luck, good and bad, only in this case it was bad. We were on the "in-shore tack," trying to make every inch possible, the order was given for tacking ship, all hands were on deck, starboard watch aft, port watch forward, as was always the rule when working ship in close quarters. The ship was almost in the wind and coming beautifully; another minute and she would be safely on the other tack. The calls of the leadsmen in the fore chains showed that we still had water under our keel, when of a sudden, out of the gloom of the snow, there loomed a floe of ice right under our weather bow. There was a bare possibility that the ship would swing enough to strike it on her other bow, in which event we were all right, but as the sailors said, "Luck was against us;" she struck on her weather bow, hung "in irons" for a few moments, then slowly swung off and stopped; we were ashore. The sails were all quickly taken in and furled, and an anchor laid out to windward to try to keep her from going on hard. It was not rough, as the ice had made a perfect lee, and as night had then set in nothing more could be done until morning. The next day was clear and fair and showed the greater part of the fleet at anchor outside of our position. Our condition was soon known to them, and all sent their crews to assist in getting our ship off. To me it was a gala day, the decks fairly swarmed with men, orders were executed with a snap and vigor that only a sailor can put into his work when he is pleased to. More anchors were laid out astern, and the chains taken to the windlass and hove taut. Casks of oil were hoisted out of the hold and rolled aft, and finally she floated and was towed off to the other ships and her anchor dropped, as it later developed, for the last time.

The pack ice had swung in until it was close to the shore at Point Belcher and at Icy Cape, with most of the ships lying in the clear water between the ice and the shore, which here makes a long inward curve between the two mentioned headlands. The fleet was divided into four parts; the most northern including four ships was in the pack ice off Point Belcher. About ten miles to the south and off Wainwright inlet were eighteen ships, including our ship, and all in a small area of water about three-quarters of a mile in width, between the pack and the shore. A few miles further south were seven ships, some in the ice and some in clear water, and just in sight from our masthead, still further south, were three more ships. At that time it was not clearly known whether the other seven ships of the fleet were in the ice or outside. At first we looked upon the situation as only a temporary hindrance, and the boats were sent off up the coast to look for whales. Our boats captured the one which made us the recipients of many congratulations over our good luck. The weather was pleasant, but the wind, when there was any, was from the westward. Everybody prayed and whistled for a strong north-easter, but it did not come; instead, the ice kept crowding the ships closer to the shore.

Now a word about the pack ice of the Arctic ocean, which I will

preface by stating candidly that I fear I cannot give you a comprehensive description of it, as it seems to be one of those indescribable things, at least I judge so, from the fact that I have never read anything that to my mind adequately described it. The pack ice is an enormous accumulation of cakes or floes of snow-covered sea frozen ice, of all sizes and shapes, but containing very few whose highest points are more than ten feet above the sea level, and those have been formed by the crowding of one floe on top of another. There are very few level spots of any extent, the general effect being very rough. There are no icebergs, as there are no glaciers in these northernmost parts of either America or Asia. The pack is not, therefore, in its individual parts imposing, grand or beautiful, but as a whole, under all the varying conditions of an Arctic sky, from brilliant sunshine to a leaden gloom, it is a magnificent spectacle; and when you stop to consider that it represents ages of accumulation, and that there is beneath the surface nearly ten times more bulk than what you can see, you realize that there is something to be considered beside beautiful effects, that there is within it a power which cannot be expressed and can only be partially comprehended.

Captain Markham, an English explorer, has named the pack ice of this, the Greenland side of the Arctic ocean, the Paleo-crystic sea. I think it is an appropriate title for all the real pack ice of the Arctic ocean. Of course the southern limit of the pack ice is not always the same. In 1871 it was unusually far south, but probably at that time there were large openings of clear water to the west and north, perhaps in the neighborhood of Wrangel island, caused by a separation in the pack as a result of the long period of westerly winds. I do not believe that the great central ice pack of the Arctic extending from longitude 130 degrees west to longitude 160 degrees east acts often, if ever, as a unit. Here is a great frozen area which, with the exception of two small islands near its southern limit, is, as far as we know, absolutely devoid of land. The little that is known of the great ice pack has been learned by the whalers, and of the many ships which have been lost in it no wreckage has ever yet come back. It was in this great pack that the "Mt. Wollaston" and the "Vigilant" were lost the year that Lieutenant Delong entered the same pack ice, only to the westward of Wrangel island, and again the same in which in 1876 thirteen whaleships were lost to the northeast of Point Barrow. It was the central portion of the great pack that had swung south and barred our escape.

The water at the edge of the pack where we were anchored was about twenty-four feet deep, yet the ice was on the bottom, and each day the tremendous force of the pack pressing in was driving it close to the shore.

September 2d the brig "Comet" was crushed by getting between a grounded floe of ice and the moving pack. On the 7th the bark "Roman" was crushed in a similar manner, only in this case the pack performed one of its peculiar tricks of relaxing its pressure, allowing the floe against the ship to draw back, as though gathering its energy for another attack, whereupon the ship immediately sank, giving the crew but scant time in which to save themselves. On the 8th the bark "Awashonks" was crushed and pushed partly out upon the ice.

It was now apparent that the situation was serious, and consulta-

tions between the captains were frequent. It was finally decided that they ought to find out if any of the ships were outside the ice. Accordingly, Captain Frasier, of the ship "Florida" went down the coast in a whaleboat, and reported upon his return that seven of the ships were either outside or in a position to easily get out, but that the ice extended to Icy Cape, a distance of about seventy miles from our position. He also reported that these seven ships had only just got out of a position which at one time looked serious, and that several of them had lost anchors, but the captains had promised that they would hold on as long as they could, but the most assuring message was brought from Captain Dowden, of the "Progress," who said, "Tell them all I will wait for them as long as I have an anchor left and a spar to carry a sail." And we all knew he meant just what he said. The clear water had now begun to freeze over so that the bows of the boats had to be coppered to keep them from being cut through by this thin ice. All hopes of getting out were now given up, and active preparations were commenced for leaving the ships. It was evident that the distance to Icy Cape was so great that only one trip could be made, therefore everything that was not an absolute necessity had to be left, as all the available room in the boats was required for provisions. I recall with an everincreasing regret our family sorrow at giving up the many interesting articles we had collected during our cruise among the South Sea island and our visit to Japan.

September 12th the captains held their last conference, and decided to abandon the ships on the 14th, all signing a statement which briefly gave their reasons, as follows: First, there was no harbor available that the ships could be got into; second, there were not enough provisions to feed the crews for over three months; third, the country was bare of food and fuel.

My father decided that on account of my mother and sister, and perhaps also me, he would not attempt to make the trip in one day, so we started on the afternoon of the 13th and spent the night on the brig "Victoria" as the guests of Captain Redfield. I doubt if I can adequately describe the leave-taking of our ship. It was depressing enough to me, and you know a boy can always see possibilities of something novel or interesting in most any change, but to my father and mother it must have been a sad parting, and I think what made it still more so was the fact that only a short distance from our bark lay the ship "Florida," of which my father had been master eight years, and on which three of his children had been born. The usual abandonment of a ship is the result of some irreparable injury and is executed in great haste; but here we were leaving a ship that was absolutely sound, that had been our home for nearly ten months, and had taken us safely through many a trying time.

The colors were set and everything below and on deck was left just as though we were intending to return the next day. All liquor was destroyed, so that the natives would not get to carousing and wantonly destroy the ships; but the medicine chests were forgotten. Later, when the natives got to sampling their contents, some were killed and others made very sick, in retaliation for which they burned several of the ships. Our boat contained in addition to its regular crew, my mother, sister and I, and all of our clothing, bedding and provisions, so that we were loaded nearly to the gunwales. We got an early start on the morning of the 14th, and by rowing and sailing, the water being very smooth all the

way, we finally reached Icy Cape and landed on the beach just as darkness was setting in. A tent was erected for the ladies and children, and great fires were built for the men and for cooking. We still had several miles to go to reach the ships, and as it was in the open ocean outside the ice, there were some fears as to our ability to make it with our boats loaded so deep. To add to our discomforts, mental and physical, it commenced to rain and blow, so that taken all in all it was a night that few of its participants will ever forget. By morning it had stopped raining, and although there was a good fresh breeze blowing it was decided to start out as soon as we had eaten our breakfast. Our boat made the trip under sail, and although we put in several reefs, it was a hair-raising experience. My father had decided to go aboard the "Progress." She was still at anchor and pitching into the heavy seas that were then running in a way that would have made you wonder how we could ever get the men aboard, let alone a woman and two children; but it was accomplished without accident, or even the wetting of a foot. As fast as the boats were unloaded they were cast adrift to be destroyed against the ice pack a short distance under our lee, where the waves were breaking masthead high.

By the next day every man of the crews of all the abandoned ships had boarded some one of the seven, and sail was made for the straits. On the "Progress" there was 188 officers and men, besides three ladies and four children, one a baby in arms. Captain Dowden gave up his cabin and state-room to the three captains and families. I have forgotten just how the three ladies and the younger children disposed of themselves in the state-room, but in the after cabin we just managed to fit in by putting one man on the transom and two men and myself on the floor, but we were all very thankful for what we had. The other captains and officers divided quarters in the forward cabin, and rough berths were put up between decks for the sailors and boatsteers, so that finally everybody was provided for except Captain Dowden, and I never did know where he managed to get his sleep.

We stopped at Plover bay long enough to take in a supply of fresh water, and then laid our course for Honolulu. We had a good run and reached our destination on the 23d of October without anything taking place that was specially worthy of note.

And now a brief statement of the sequel, which was not learned until the next year. In less than two weeks after we had left the ships the long looked for northeast gale came, and lasted several days. Some of the ships went off with the pack, some were sunk at their anchors, a few were burned by the natives, and several went through the winter without injury. Only one, the bark "Minerva," ever came back, and she was saved by my father the next season. Our ship was destroyed where we left here, as my father discovered a portion of her bow sticking up out of the water and recognized it by the iron plating, as she was the only ship in the fleet protected in that way. If we had waited until this gale came, without doubt the greater part of the fleet would have been saved, but this was knowledge not possessed by the captains, who made their decision after a careful consideration of the situation as it then existed, in connection with their united experience in those waters.

## CHAPTER XI.

### The Whaling Classic.

No history of New Bedford can be complete unless "The Whaling Classic" is embraced in its contents, and yet no history of New Bedford has ever included it. The reason is, perhaps, that the printing of it invariably gives rise to controversy over the terminology. There are many variants in the version of the classic, and it has been said that no subject, with the possible exception of the fourth dimension and the deathbed remark of Heinrich Heine, has ever brought forth so much confusion of thought and inaccuracy of information. The essential point of difference in the versions is what a certain profane mate actually said to a certain profane captain. Francis Hopkinson Smith undertook to establish the phraseology of the aggrieved mate's dictum a number of years ago and devoted to the task laborious but pleasurable researches in this neighborhood. It was his version, heard at the Tile Club, that was told Robert Louis Stevenson by Will H. Low and Theodore Robinson. It was told Stevenson in France and it is recorded that the great author heard it "with immense joy." On a retelling of the story Mr. Low skipped a measure of the profanity "in deference to the presence of ladies," whereupon Stevenson demanded that Low should stop asking Robinson, whom he said knew the story, to "be so kind as to tell it in a proper manner."

So in every record of the telling, controversy has arisen. A number of years ago the New Bedford "Mercury" and the New York "Sun" swapped variants, and scores of correspondents contributed versions. One had heard it told in Chile, another had heard it on the Dead sea, the Grand canal, in the foc'sle of a schooner in the doldrums of the South Atlantic trades, on the taffrail of the yacht "Wanderer," on the wharves at New Bedford and Nantucket. Sometimes the captain's name was Coffin, sometimes Simmes, Simmons or Bunker. The dialogue is recorded as having taken place on many different ships. We have standardized a version, choosing what is good and obviously responding to approved tests, and discarding the rest, harmonizing, codifying, restoring here and obliterating there, and finally producing for posterity a product which is definite.

### THE WHALING CLASSIC.

(Told by Mr. Simmons, the Mate).

We was cruisin' down the Mozambique channel under reefed tops'l's and the wind blowin' more'n half a gale, two years out er New Bedford an' no ile. An the masthead lookout shouts, "Thar she blows!"

An' I goes aft.

"Cap'n Simmons," sez I (his bein' the same name as mine, but no

kith or kin, thank God!), "the man at masthead says, 'Thar she blows! Shall I lower?'"

"Mr. Simmons," sez the cap'n, "it's blowin' a little too peart an' I don't see fittin' fer to lower."

An' I goes forrad.

An' the man at masthead sings out, "Thar she blows an' breaches!" An' I goes aft.

"Cap'n Simmons," sez I, "the lookout at masthead sez, 'Thar she blows an' breaches!' Shall I lower?"

"Mr. Simmons," sez the cap'n, "it's blowin' too peart an' I don't see fittin' for to lower."

An' I goes forrad.

An' the lookout at masthead sings out, "Thar she blows an' breaches, an sparm at that!"

An' I goes aft.

"Cap'n Simmons," sez I, "the lookout sez, 'Thar she blows an' breaches, an' sparm at that!' Shall I lower?"

"Mr. Simmons," sez he, "it's blowin' too peart an' I don't see fittin' for to lower, but if so be you sees fittin' for to lower, Mr. Simmons, why lower and be good an' damned to ye."

An' I lowers an' goes on the whale, an' when I comes within seventy-five foot of her I says, "Put me jest three seas nearer, for I'm hell with the long harpoon." An' I darted the iron an' it tuk.

When I comes alongside the ship Cap'n Simmons stands in the gangway. "Mr. Simmons," sez he, "you are the finest mate that ever sailed on this ship. Below, in the locker on the port side, there's rum an' seegars at your service."

"Cap'n Simmons," sez I, "I don't want your rum, no more your seegars. All I wants of you, Cap'n Simmons, is plain seevility, and that of the commonest, goddamndest kind!"

An' I goes forrad.

Theodore Roosevelt frequently tells the story, but employs a hybrid version in which "the captain" of the New Bedford whaler is represented as saying, "All I want out of you is silence and damn little of that." This was alleged by the "Mercury" to be a Hibernian rather than a Yankee climax, which brought from Mr. Roosevelt the following ingenious response:

I regret to say that your correspondent who took exception to my quotation about the statement of the New Bedford whaling captain to his mate has confounded two classics, committing a fault analogous to that of confounding Virgil's "*Aeneid*" with the *Georgics*. It was the mate of a whaler who, after a time of stress with whales, stated that all he wished from the captain was "see-vility" and that of the damndest commonest kind," whereas it was on another and entirely different occasion that the captain of a whaler addressed a refractory mate with the statement, that "All I want from you is silence—and damn little of that." It is a matter of regret to me to see the New Bedford "Mercury" falling from grace in such fashion as to ignore even the fact that these are two totally distinct stories. For the information of the New Bedford "Mercury" I will state that while I cannot myself claim whaling ancestry, yet

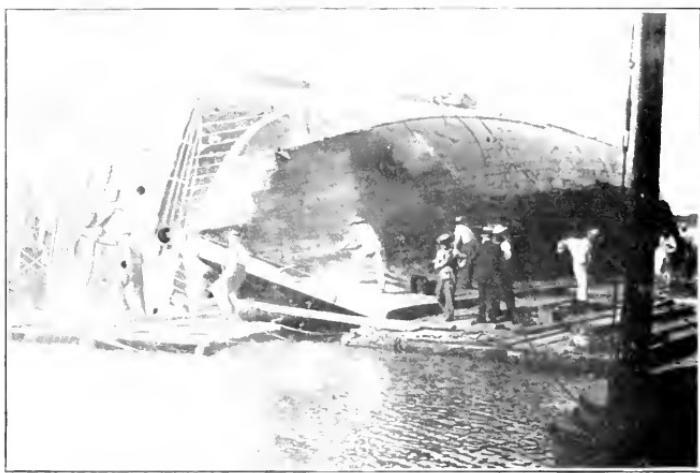
that my children number both Coffins and Starbuck among their forbears. The two anecdotes are as I have given them, but I am not able to state with precision who among the four characters were Coffins and who were Starbuck.

In commenting upon Mr. Roosevelt's explanation the "Sun" said:

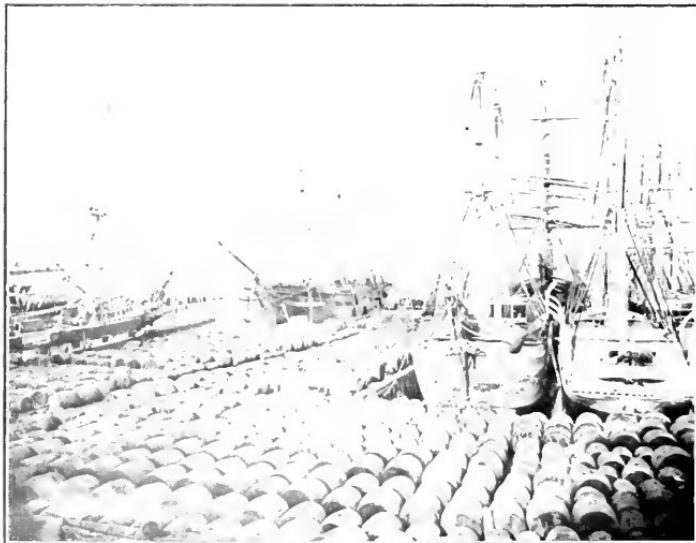
Colonel Roosevelt disposes once and forever of certain rash critics who have questioned the exactitude of his recent reference to a certain incident in the history of New Bedford whaling. We congratulate him upon the analytical skill and authoritative brevity with which he differentiates two entirely distinct and unrelated anecdotes; namely, that of the captain who enjoined upon his mate a profane minimum of respectful silence, and that of the mate who so nobly scorned the conciliatory offer of his superior officer when he, the mate, had finally brought the whale alongside after having his professional judgment aspersed by the captain. Colonel Roosevelt has added to his many eminent public services another of no small importance. While he is wholly right as to the main point, the separate entity of the silence anecdote and the civility anecdote, we must venture to indicate to him a slight departure from the accepted and orthodox version when he reports the mate as saying that all he wanted was "Seevility, and that of the damndest, commonest kind." What the mate axed of the captain (and our decorous types will not shrink from the performance of their full duty) was "A little see-vility and that of the commonest goddamndest kind." The exact record is in the custody of this establishment. We have the facts, the remarks *verbatim*, and even the names, although unfortunately not the date, and these are quite at Colonel Roosevelt's service if his historical activities take him further into this interesting field.







WELWER HOVE DOWN FOR REPAIRS



NEW BEDFORD WHARVES IN PALMY DAYS OF WHALING

## CHAPTER XII.

### Whaling Hazards and Methods.

To illustrate the hazards which the whalers undertook in the course of the day's work, we may tell the story of the "Junior." The "Junior" was owned by David R. Greene, of this city, and made a remarkable voyage in 1847-48. B. S. Osborn believes this is the first and only ship flying the Stars and Stripes, excepting, perhaps, the vessels of Captain Wilkes' exploring expedition, which ever penetrated such high latitudes. The "Junior" on this voyage was commanded by Captain Silas Tinkham. She was of 300 tons, and was manned by a crew of thirty-two. The vessel cruised about the coasts of New South Wales and New Zealand without much success, and finally put into Hobart Town, Tasmania, to give the crew a run on shore.

Inspired by the fabulous stories of an abundance of right whales in the Antarctic, brought by Ross, Captain Tinkham sailed late in December for these practically unknown regions. The charts were, of course, unreliable, and there were no sailing directions. Yet the "Junior" sailed poleward with that confidence and spirit of daring which distinguished the early character of the New Bedford whaling skipper. The vessel sailed some ten or fifteen degrees of southern latitude before real Antarctic weather was encountered. Then snow, sleet, fogs and ice fields became daily incidents. Still the "Junior" was pushed on, meeting with countless flocks of birds, the albatross and penguin predominating. But no whales, other than the worthless "sulphur bottom" were to be seen. These were in abundance. The vessel was short of oil for the lamps, and Captain Tinkham concluded to try for a "sulphur bottom." He lowered a boat and pulled up to a whale, which, had it been a right whale, would have stowed down 150 barrels. No sooner had the boatswain darted the harpoons into her than up went her flukes, and whir-whir-whir, and the two tubs of line were empty. The whale was seen no more. A "sulphur bottom" calf was taken, however, which made five barrels of oil, and the carcass furnished "fresh beef" for several weeks.

By this time Captain Tinkham had gone as far south as he cared, but storms drove the "Junior" further and further. The ship was worked to the eastward, in the hope of finding more moderate weather, then westward, but instead of bettering conditions they grew worse. Bergs of great size were encountered; the currents were contrary, the course uncharted, the weather was thick and no observations could be taken. For days the vessel drifted at the mercy of winds and currents, and the situation was perilous. During this period the ship was under double or close-reefed topsails most of the time, making little or no headway, while

the wind continued to blow from the northward so that it was impossible to shape a course to take the ship away from misery and peril. There were no signs of land. Birds were caught and their crops examined for signs of *terra firma*, but there was nothing to afford hope of finding an Antarctic continent. This was weird and wearisome cruising, but while all hands were sometimes appalled at the constant peril, the spirit of the crew was not impaired. At last the wind favored a trifle and the "Junior" clawed off the barren icy confines of the Antarctic circle, and after tedious beating to the northward, merged into fine weather and put into New Zealand. Here stories were told of a new species of whale in the Arctic ocean, and the "Junior" went into the northern sea, where she cruised successfully and took a number of bowheads. The vessel was gone five years.

How far the ease with which the modern whaler fills his ship with oil is due to the plentitude of whales and how far it is to be attributed to the improved appliances of the whalemen of the twentieth century and the repudiation of the traditions and superstitions of the days when more than 300 whaleships from New Bedford vexed the seas, is not determined.

The implement of the harpooner has accomplished the change in the minds of many. Most of us will retain in our mind's eye the picture of Queequeg, the harpooner of the Spouter Inn in "Moby Dick." Queequeg, six feet in height, with noble shoulders and "chest like a coffer dam," who shaved with the blade of his harpoon. The picture of the harpooner, standing in the bow, holding the typical primitive harpoon with fixed head and two barbs, is a familiar figure. The harpoon was hurled. "Stern all." The oarsmen backed water, the line ran out, and as it was turned around the loggerhead a hempen blue smoke jetted up and mingled with the steady fumes from the harpooner's pipe. "Wet the line. Wet the line," was the cry, and the bow oarsman snatched off his cap and dashed on sea water. The boat flew through the boiling water "like a shark all fine." The harpooner and officer in the stern changed places, stem for stern, a staggering business in that rocking commotion. The boat churned on, a continual cascade at the bow, a whirling eddy in the wake, and at every motion within, the vibrating craft canted her spasmodic gunwale into the sea. The men clung with might and main to their seats during the rush to prevent being tossed to the foam, and the tall form at the steering oar crouched almost double in order to bring down his center of gravity. Whole Atlantics and Pacifics seemed passed as they shot on their way, till at length the whale somewhat slackened his flight.

"Haul in. Haul in," was the next order, and all began pulling the boat up to the whale, while yet the boat was being towed on. Soon

ranging up his flank, the boatheader firmly planted his knee in the clumsy cleat and darted dart after dart into the flying fish.

Their fixed jav'lins in his side he wears,  
And on his back a grove of pikes appears.

At the word of command the boat alternately sterned out of the way of the whale's horrible wallow and ranged up for another fling. The red tide poured from his tormented body like a brook down a hill, and all the while jet after jet of white smoke shot from the spiracle of the whale. The excited headsman at every dart hauled in upon his crooked lance, straightening it again and again by a few rapid blows against the gunwhale, and sending it again and again into the whale. Then the boat pulled upon the fish's flank, and reaching far over the bow the headsman slowly churned his long, sharp lance into the fish and kept it there, carefully churning and churning until the monster started into the "flurry" and swallowed in his blood, spasmodically dilating and contracting his spout hole. Gush after gush of blood shot into the air and dripped down his flanks into the sea. The whalers were wont to say the heart of the whale eventually burst.

This is the story of the killing of a whale by an author who recalls the old method. It was certainly primitive. "Bethink you how you would manage a powerful unbroken colt with the mere appliance of a rope tied to the root of his tail." And the whale is the largest animal in creation. Moreover, for years it was the invariable usage of the fishery that the headsman should be temporary steersman as he pushed away from the ship, and the harpooner, or whale fastener, should pull the foremost oar—the harpoon oar. When the order came, "Stand up and give it to him," the harpooner had to drop and secure the oar, seize his harpoon from the crotch, and dart it into the whale. And if the dart was successful, the boatheader and harpooner started to run fore and aft, exchanging places, to the jeopardy of themselves and everyone else.

The use of the darting gun has changed all this. This is a harpoon and bomb-gun combined, the former fastening the whale to the boat, and the latter simultaneously killing or wounding it by discharging the explosive lance or "darting bomb," as it is called. When the harpoon buries itself in the whale, the gun is automatically discharged by a long wire rod, which is, in fact, a trigger extending beyond the muzzle, and which by impact operates the internal mechanism and projects the lance. If the whale is not instantly killed, the shoulder gun is called into requisition and the whale is quickly dispatched. There is some variation in methods, to be sure. Some Portuguese whalers are afraid of the recoil of the darting gun, which often throws the butt over the masthead, and to make sure there will be no flinching an ordinary harpoon is thrown to make fast, and the darting gun, minus the harpoon, is immediately

thrown. Some use the ordinary harpoon and the shoulder gun, but the old method of killing is practically obsolete.

There is on exhibition at the Old Dartmouth Historical Society a complete collection of whaling harpoons and guns. The use of these guns was not adopted without long patience in overcoming prejudice. For a long time the use of the guns was not permitted by whaling masters when boats were lowered in a school. There was a theory that the blood of a whale in a flurry alarmed the other whales, and the first boat to make fast must be snaked about, imperiling the crew and frequently losing a whale, because no whale must be killed until all the boats were fast. Now, the boats go in and slay with their bomb lances as quickly as may be, and the result is much larger catches than ever before. Moreover, it is no longer necessary for the officers to kill the whale. The harpooner throws his lance, and the bomb finishes the work instanter. One whaling merchant says the cost of the darting gun outfit is less than the towline one required in an outfit. The development of the gun now in use was not rapid. Swivel guns were used hundreds of years ago, and various toggle devices for the harpoons were tried. Some of them are shown in the illustrations. A Yankee invention was a single barbed explosive head. This iron was fixed with a trigger, and when the point penetrated the flesh the trigger closed on the shank, released the hammer, exploded a cap in the point, in turn exploding the powder and the harpoon head. A strange weapon which was actually tried was the "acid harpoon." It was a French invention and was used in 1830, when everybody was cudgeling his brain to improve on the original fixed head double-barbed iron. The acid harpoon consisted of a two-flued head with a recess in the shank in which was placed a bottle of prussic acid. When the iron penetrated the flesh of the whale, a spring broke the bottle and discharged the acid into the whale's body. Several of the crew of a French whaler were killed by the poison in handling the blubber, and although the "American" of New Bedford and the "Susan" of Nantucket carried these harpoons, they were not used. Swivel guns were tried, but the recoils strained the boats, and there was much experimenting with the shoulder gun before the device was made practical.



## CHAPTER XIII.

### **Curious Whaling Industries, Crafts and Professions.**

Whaling developed many special industries, crafts and professions. There were oil refineries, candle works, builders of whale boats, makers of whaling irons, caulkers, bakers of ship bread, coopers, blockmakers, ropemakers, ship carpenters, riggers, and runners, who were called "sharks" in the vernacular of the day. There are plenty of citizens who can recall when there were candle works and oil works in the city, as numerous as are the cotton factories to-day. They were all of a type—square buildings of native granite with Dutch cap roofs, following a uniform style of architecture with that of the mansions of the rich in the staid and far-off times. In 1822 a local surveyor named John Pickens records there were eight spermaceti manufactories in the city. Most of them were burned down, and these and the old oil sheds, the latter frequently built with stone walls, common enough thirty or forty years ago, no longer distinguish the city.

A great deal has been written about the taking of whales, but there has been very meagre allusion to the manufacture of the oil, which was a distinctively local industry, the refining of whale oil being an art which is now possessed by but few. In the early days a whaling voyage was but a few weeks in duration, and the blubber was brought into port by the little sloops that caught the whales, and tried out on the shore. William A. Wall's old painting of the origin of the whale fishery depicts one of the primitive factories, that of Joseph Russell. The latter was the founder of New Bedford, and the father of the whale fishery—two very grand titles.

Russell sold town lots on the shore near Union street. He located a candle works between Centre street and Rose alley, west of Front street, and the try works depicted in Wall's painting were a short distance north. The outfit comprised merely a trypot under a shed. The butts of blubber were drawn in ox teams from the whaling sloops to the try works. This was as early as 1765. Previous to the Revolution Mr. Russell built a candle house and employed Captain Chafee, who had had experience in manufacturing spermacetic in Lisbon, at a salary of \$500 per annum. A half century later a number of factories were built. Among the first was the stone factory at the corner of Water and Rodman streets, built by Samuel Rodman. It was built of stone, covered with plaster, and is still standing. The factory of Humphrey Hathaway stood on the north side of School street, west of Purchase, and west of this stood the factory of Isaac Howland, Jr. From the best information obtainable, the old "marsh candle works" were built by William Rotch

& Sons. They stood on the site now occupied by the gas works. At each of these factories sperm oil and candles were manufactured and whale oil was refined.

The old walls of these oil factories house more modern industries in many cases. The automobile repair shop at the corner of Second and Middle streets was the factory of John James Howland, whose son built another factory at the "Smoking Rocks," which is still used, or was until quite recently, by the Potomska Mill Corporation. William W. Swain built a factory on the north side of Middle street. Andrew Robeson built a factory on Ray street, subsequently owned by Edward Mott Robinson, the father of Hetty Green. George Howland had a factory on Howland's wharf, William T. Russell one on Third street. There were factories on First street, built by David Coffin, one at South water street, carried on by Charles W. Morgan, and one on Fish Island.

Samuel Leonard maintained the largest refinery in the country, on the north side of Leonard street, east of Water, and in the '50s Samuel Leonard & Son built the stone factory on Acushnet avenue, at the corner of Cannon, now the Industrial School. George Tyson, who married Seth Russell's daughter, built the stone factory at the corner of South and Second streets, subsequently operated by Oliver and George O. Crocker, Charles H. Leonard and George Delano, and the largest whale oil factory to-day in the world. The present refiners are Frank L. Young & Company. George T. Baker built the factory at the corner of Water and Madison streets, which is still used as an oil refinery, being operated by William A. Robinson & Company.

Nehemiah Leonard and Sanford & Howland owned factories. The latter was built by William W. Swain, and after burning it was rebuilt and was operated for awhile by Eben Milliken. Cornelius Grinnell built a factory on First street, at the northwest corner of South, and Joseph Ricketson built one at the northwest corner of Grinnell and First streets. The two latter were burned. The Hastings had a factory at the foot of Grinnell street, and S. Thomas & Company established a factory on Prospect street, subsequently operated by Homer Brothers.

This is a fairly accurate list of the factories, and one quite worth preserving. Each factory was operated by successors to the original builders. The decline of these factories dates from the discovery of petroleum, but the discovery was not felt to any great extent until after the war.

When oil wells were first opened, the Schieffelins asked the late Weston Howland to experiment with refining the oil, which was called Seneca oil, and used as a medicine. Mr. Howland did not succeed very well. One day he left a milk pan filled with oil, in which alkali and water were mixed, in his barn. The door was ajar, and when the sun

touched it, the problem was solved. When Mr. Howland returned to his barn he found the oil refined. That night he placed it in a lamp, and it was agreed by the experts that it was superior to all other oils for illuminating purposes. The monopolization of the oil seems to have characterized the industry from the first, Mr. Howland contracting for the entire product of the mills. A fire burned his factory, two men being killed in the explosion. Rebuilding immediately commenced, and other refineries were built. Mr. Howland was the last to abandon the business.

At the oil refineries now in operation in this city whale, sperm, sea elephant and black-fish oils are refined and shipped all over the world. Patent and paraffine wax candles are also made, also spermaceti, whale and fish oil pressings and oil soaps. The oil brought in in the whaleships is a thick dirty brown. The sperm is turned into deck tanks and pumped to bleaching tanks on the roofs. The oil is boiled with soda lye, and the sediment, which precipitates, is drawn off and manufactured into soaps. The oil is barreled and placed in pits filled with ice for ten days, or thereabouts, when it freezes. The first product after the pressing is the virgin winter oil, which runs limpid at a temperature twenty-five below zero. Subsequent pressings in the spring yield the spring oil, and in the summer the summer oil. Spermaceti, from which candles are made, is the product of the residue boiled with an alkaline lye and washed with water. The whale and other heavy oil processes are somewhat different.

For many years every arriving whaler was met by a boatload of agents and "sharks." Captain "Bill" West took the receiving parties down the harbor in the big black sloop "Theresa," and she would be crowded with the outfitters' agents. It was not considered etiquette to board ship excepting from the regular boat. Once the "sharks" were aboard the whaler there was fierce rivalry to corral the sailors and to take them to the various outfitting establishments, once anchor was dropped. There were boarding house runners on the shark boat, and the sailor was importuned to his utter bewilderment. Each outfitting establishment furnished men to the vessel agents, and they usually carried to their shops the men whom they had put aboard the ships. An agent who could get away a sailor from the outfitter who had shipped him was regarded as having accomplished something worth while. The shark boats were relegated to disuse about a dozen years ago, and outside the owners or the agents of the vessel, who board her in tugs, no one goes down as of yore to solicit trade. The profession of the outfitter's runner is no longer perpetuated. Some of the most famous were "Sim" Doane, Darius Gardner, "Phil" Slocum, "Steve" Burdick and John Wing, of which group only the latter is living.

There were lawyers' firms in those days which gave their exclusive

attention to the settlement of the claims of the sailors against the agents, and the business developed many specialists in maritime law. The specialists in this branch of the law have disappeared, along with the coopers and makers of whaling bone.

Augustus G. Moulton, who is bookkeeper for J. & W. R. Wing, the last of the great firms of whaling merchants, chanced upon a list of the outfitters whose runners, or "sharks," as they were called in the vernacular of whaling days, boarded the incoming whalers in 1859. The names of these outfitting firms were signed to an agreement setting down the rules for boarding whalers coming into port. There were hundreds of whalers sailing out of this port in 1859, and there were several whaleships arriving every day at certain seasons of the year. If the voyagers had been prosperous, the sailors might have a hundred or two dollars to spend and the officers more, which meant a distribution of thousands of dollars in the aggregate, all of which would be spent before night at the outfitters, the boarding houses and convivial resorts. There was a race to get hold of these men and secure their patronage, and the outfitters had the first whack. Voyages at this time might last four or five years, and the returning men would be supplied with hats, clothes, shoes, and a full outfit for the brief days ashore, which usually ended when money and credit were gone, neither of which lasted long. The outfitters were always getting together and making agreements not to sneak down to a ship to interview the men until all were notified, and they were supposed to go together on the same boat, from ship to ship.

The outfitting shops on Water and Union streets and in Fairhaven were surmounted by lookout towers, octagonal in shape, all of which have disappeared excepting one in Fairhaven. All day long the runners would resort to the towers to watch the lighthouse on Dumplings, where an arm was set as a signal when a ship was discerned coming into the bay. Then the cry, "The arm is out," would circulate through the town, and hundreds would flock to the water front to meet friends or seek tidings from other ships of New Bedford that might have been "spoken" by the returning whalemen. A lookout was maintained in the cupola on the top story of the old "reading room" at the southeast corner of Second and William streets, which still stands. The lookout was paid sixty dollars a month, and it was his duty to notify every shipping agent who was a subscriber, who was given reasonable time to get down to the dock and board the official boat, the "Theresa," maintained by the runners. The "reading room" itself was an institution and filled the place of the club of the modern day. A similar room was maintained in Newport, and gives name now to the most exclusive club in the fashionable resort. The papers of the world were on file, and the merchants of the town paid dues for the maintenance of the room.

The record tells how the one-time fierce competition in the boarding of vessels was curbed for the period between the years 1859 and 1873. On the flyleaf is found the following:

THE  
OUTFITTERS ASSOCIATION  
OF  
NEW BEDFORD  
RECORDS  
MARCH 7th  
1859.  
STANDING COMMITTEE:  
William R. Wing,  
Franklin P. Seabury,  
William S. Cobb.  
Treasurer.....Frederick Slocum  
Secretary...David W. Wardrop

Skipping a page the following agreement is found:

This agreement made and entered into by and between the respective parties whose signatures and seals are hereunto affixed.

Witnesseth, That whereas, the several parties aforesaid, being engaged in the business of outfitters and infitters of seamen in the City of New Bedford, and being desirous of so conducting said business as to avoid the necessity of night watching for the arrival of ships at this port without losing the chances of a fair and honorable competition in the same, have united themselves together under the name and style of "The Outfitters Association of New Bedford," and do hereby covenant and agree to be governed by the following articles of association:

First—Every person who shall sign this instrument shall be a member of the association.

Second—The officers shall consist of a secretary whose duty it shall be to keep a record of its proceedings, a treasurer, and a standing committee of three persons, members of the association, all of whom shall be elected annually on the first Monday of March in each year, by ballot, at a meeting of the association, to be notified for the purpose by the secretary by leaving a notice at the place of business of each member, of the time and place of which such meeting shall be held, all other meetings of the association shall be called by the direction of the standing committee and be notified by the secretary in like manner.

Third—No ship or vessel arriving at this port, or that of Fairhaven, shall be boarded by any member thereof, or by any person in his behalf, at any time between sunset and sunrise, in any part of the bay, river or harbor, until after the arrival of such ship or vessel in the bay, river or harbor, shall have been announced by signal or otherwise, and the party

boarding the same shall not start from the shore, for the purpose of boarding such ship or vessel, at a point further south than the north side of Hathaway & Luce's wharf at the foot of Walnut street.

Fourth—For any violation of the third article of this agreement the party violating the same shall forfeit and pay to the treasurer of the association for the use of the association the sum of one hundred dollars.

Fifth—All questions arising out of any alleged violation of the third article aforesaid shall be determined by the standing committee, who shall certify to the treasurer every case of such violation that shall come to their knowledge, and it shall thereupon be the duty of the treasurer to proceed and collect such penalty and it is hereby covenanted and agreed by all the parties hereto that the said treasurer shall have a right of action, in his own name, against any member thereof for the amount of said penalty, who shall have been found by the standing committee, guilty of such violation.

For the faithful performance of all the agreements contained in this instrument we hereby bind ourselves each to the other on this seventh day of March, A. D. 1859, at New Bedford, aforesaid:

D. W. WARDROP, Agt.,	HOLDER RUSSELL,
SLOCUM CUNNINGHAM & Co.,	F. W. ELLIS,
J. & W. R. WING & Co.,	B. HAFFORDS & Co.,
F. P. SEABURY & SON,	ALDEN WORDELL,
WILLIAM S. COBB & POPE,	AMASA BULLARD,
TABER READ & Co.,	CHASE & WEST,
BARNEY & SPOONER,	E. S. A. NICKERSON,
BROWNELL & ASHLEY,	DOANE & SMITH.
A. H. POTTER & Co.,	

Very full records of the proceedings were kept from the start of the organization until the close of D. W. Wardrop's term of office as secretary, April 9, 1860, when afterwards the mere fact of the annual meeting and the names of the officers elected were written in the old document.

Some interesting proceedings were found in the first few meetings of the association. The first meeting was held at the store of Alden Wordell, at 10:00 a. m., March 7, 1859, when "the discontinuance of night watching upon the Point road and improving the general condition of the business" was discussed. F. P. Seabury was chairman, and D. W. Wardrop secretary. The agreement as given above was drawn up by a committee consisting of William R. Wing, William S. Cobb and T. D. Williams. The meeting adjourned to 7:00 p. m. the same day, when it was unanimously voted to accept the report of the committee. Officers were elected, and a committee appointed to secure rooms for a meeting place for the association. At a meeting March 10, it was "agreed to have the members divide themselves into squads, and arrange for watchmen as can be individually agreed to." It was voted that no member of the association shall charter a sailboat that is a common carrier, to go down the river in the night, to the exclusion of any member of the association.

A room was hired at 767 Union street from Harvey Sullings, and it was called Association Hall, the lease to run to January 1, 1860. The first report of the treasurer showed the receipts were \$15.00 and the expenses \$17.17, leaving a deficit of \$2.83. It was voted to have regular meetings weekly at 7:30. At a meeting March 11, 1859, it was voted "not to allow intoxicating liquors on board ships, and to call on Captain William West and request him not to allow any intoxicating liquors to be sold or carried for sale in his boat, and that ships should be boarded quietly and peacefully." An assessment of one dollar was levied on each member. At the next meeting it was reported by the committee that was sent to Captain West, "that he was willing to prohibit the carrying of ardent spirits in his boat for sale, and also ale, if the committee wished him to." It was voted "not to allow any intoxicating liquors carried for sale in sloop 'Richmond,' or any boat that Captain West may have charge of when used by the association in the transaction of their business." An amendment included ale, and one enthusiastic member went so far as to include "bottled cider" in the taboo list. All the amendments were carried. Simeon Doane moved not to start from shore in the daytime for the purpose of boarding a ship, until it was known such ship had arrived at Round Hills. Captain West was present at this meeting to find out about leaving members on board ship. It was agreed that "all shall return in the boat unless they stated to the boatman they would remain on board. A fixed charge of twenty-five cents was made for each seaman brought ashore. At a meeting held February 27, 1860, Simeon Doane wanted the privilege of boarding the boats when going to the ships from the Point road from sunset until 8:30, instead "of having to run his horse up town, it being a matter of serious inconvenience to him." This caused a great deal of discussion, but it was finally voted to allow N. S. Ellis and S. Doane to board any boat with association members from the Point road from sunset to 8:30, but not to board vessels in their own boats. It was voted "that the association hire a watchman whose duty it shall be to station himself upon the Point road in the vicinity of the lighthouse and there watch for ships, the association to furnish him with a horse and wagon. When he raises a ship he shall call N. S. Ellis and S. Doane, and wait for them and bring them up town, and call the rest of the members of the association, and the boatman after he has reached his boat shall wait fifteen minutes in order to give time for all the members of the association to get there. The expenses of the watchman shall be shared between the members of the association." At the annual meeting, March 5, 1860, the secretary charged Nathan S. Ellis, of the firm of Taber, Read & Co., with having violated the third article of the association's agreement by starting from his wharf on the Point road, and boarding bark "Behring" after sunset, on Sunday, March 4, 1860. On

March 19 William R. Wing, William S. Cobb and J. W. Ellis, the standing committee, reported finding no possible evidence to sustain the charge. At the same meeting it was voted not to allow card-playing in the sloop "Richmond," "Jerry," "Angel," or any other boats that the members of the association use. T. D. Williams and D. W. Wardrop were appointed monitors to enforce all regulations. It was also seen fit to vote that every member of the association constitute himself a member to prevent "rowdyism" on board the boats used by the association. At this time new rooms were secured at 36 South Water street, at an expense of \$30.00 a year. Hall & Worth, outfitters, who were on the outside of the association, were reported as having violated the rules of the association. They were invited to join, and declined, but stated they did not intend to go down the river for the purpose of boarding ships, in antagonism to the association. A committee was appointed to wait upon ship agents to notify the harbor pilots of New Bedford not to carry persons engaged in business, or their employees, in their boats when they got out to cruise for ships. At a meeting March 19, 1860, on motion of Mr. Wardrop, it was voted: "That any member of the association using terms 'sharks' or 'sharking,' during any meeting, or while in the rooms of the association, shall forfeit and pay to the treasurer of the association the sum of twenty-five cents for each and every offence, said fines shall be used for the benefit or expenses of the association." The secretary added in the records: "The chairman (W. S. Cobb), in the course of his remarks in answer to the committee's question, was the first person to use the obnoxious epithet, for which the members held him responsible, and demanded the fine. He excused himself, and ruled that the law did not go into effect until we occupied our new room." The records do not say that he had to pay the fine. The records show that a special meeting was held April 9, 1860, in the new rooms, and that the next meeting shown by the entry was a regular meeting held March 4, 1861. From that time on the records were short, merely the fact of the annual meeting being held and the officers elected being placed in the book. At the annual meeting held March 3, 1863, S. Doane was elected secretary and at this meeting these names were found on a slip of paper in the book they being of members who seemed to be present at the meeting: Taber, Read & Co., A. H. Potter & Co., Williams & Doane, Pope & Richardson, D. W. Luce, P. D. Slocum, James C. Smith, J. W. Ellis, Alden Wordell, J. & W. R. Wing & Co., Cobb, Pope & Co., Slocum, Cunningham & Co., Chase & West, H. Russell, Doane & Smith, A. Bullard & Son, A. Wordell.

It seems that the association was reorganized at a meeting held March 7, 1864, when a new agreement was drawn up, which was almost identical, with the extra article added relating to the time when the discontinuance of the association might be considered. William R. Wing

was chairman under the reorganization, J. G. W. Pope, secretary, and Frederick Peleg Slocum, treasurer. This meeting adjourned to meet the following year. A dozen lines each covered the next few annual meetings, with the same officers elected year after year, and the meetings seemed to have been held around at the different stores of the members. Leander Brightman was the secretary of the association for the last two or three years. The last record in the old book was in 1872, when the officers elected at the annual meeting were recorded and the roll call given as follows: Doane, Swift & Co., J. & W. R. Wing & Co., J. G. W. Pope & Co., Alden Wordell, Peleg Slocum & Co., John I. Richardson. The old association went out of existence the next year, according to the following found on a slip of paper: "On motion of Simeon Doane it was voted that these meetings be hereby discontinued, and the organization, Outfitters Association of New Bedford, formed by its members under date of March 7, 1864, be and hereby is discontinued from and after this date, March 3, 1873."

Mr. Moulton says that too much has been made of the tradition that the "sharks" fleeced the sailor. Upon his arrival, if he had more than enough to settle his advance and his debt to the ship, he was equipped with clothes, which were generally made to order in those days, and his requirements for a few weeks ashore. Then the boarding house men took him in charge and he spent a few gay nights ashore, after which his money would be gone. Then it was the habit to say that the "sharks" had got all his money, whereas they were the only ones who gave him an equivalent. The owner of a vessel, though an outfitter, as was usually the case, seldom got the entire trade of the men or anything like it. Other outfitters and boarding house men had their clients who would not go elsewhere because of favors received.

The ship owner looking for men would be approached by an outfitter from another establishment, who would offer to ship a certain man if he could be permitted to draw on the ship for \$150. Such a bargain would be made, but the outfitter would receive nothing until the vessel sailed with the man aboard, and he generally earned his money in keeping him under surveillance and delivering him aboard ship. If he eluded him, the rival establishment would lose everything advanced. When a ship made an unprofitable voyage, the men returning in debt must be kept until they could be reshipped, and they must be financed in the dissipations of life ashore.

A favorite story of the late Henry H. Rogers was of the Fairhaven sailor who returned from a voyage with five dollars coming to him for his labors covering five years. "What are you going to do with all your money?" asked Mr. Rogers. "Well," said the whaleman, "I'm getting some clothes and things, and I'm going to hire a horse and buggy and

go out to Perry's Neck for the night, and what money I have left when I get back in the morning I'm going to put in barrels."

In the day when whaling was most prosperous, the baking of bread for the whalers was a great industry in itself. There was much rivalry and competition among the bakers of ship bread, and it was one in which all the whalers took a deep interest. In the old days, vessels frequently went on voyages of three, four and five years' duration, to the uttermost seas of earth, and as there were not the facilities for shipping out stores to the fleet in those days or for renewing supplies, the quality of the hard-tack put aboard was a matter of great importance. One secret of good bread lies in driving out all the moisture. Bread that was damp on the inside grew moldy and wormy, and the shipping master was especially critical of the quality of his hard-tack. The old ovens were crude, and it was necessary often to give the bread several weeks to dry and season. The modern oven produces far better bread since it is possible to bake it dry through and through, and it is ready to pack in casks as soon as it comes from the ovens.

The salted beef always came largely from the west. Once in a while the fresh beef was sent here to be corned, but the enterprise never succeeded very well. Beef that was brought home in the ships was stored in great sheds built for the purpose, and the best of it was repickled and sent out again. Just as Johnson was said to have acquired a taste for tainted butter, which he could not overcome, the whaler acquires a taste for the salt beef, and sometimes develops such an inclination that it cannot be resisted. Whenever an old whaler goes down the bay to meet an incoming vessel, he invariably hunts up the cook in the galley and seeks a piece of the salt junk, which he eats with apparent relish.



## CHAPTER XIV.

### **Ambergris—A Precious Substance—Stories of Great Catches.**

Ambergris is the wax-like substance found at rare intervals, but sometimes in relatively large quantities, in the intestines of the sperm whale. With the exceptions of the choice pearls and coral, it is the highest-priced product of the fisheries, selling at upward of \$40 an ounce. It has been a valuable object of commerce for hundreds of years.

Ambergris is generated in either sex of the sperm whale, but far more frequently in the male, and is a result of a diseased state of the animal, caused possibly by a biliary irritation, as the individuals from which it is secured are almost invariably of a sickly appearance and sometimes greatly emaciated. It is not a frequent occurrence for whalemen with half a century's experience to never have seen any ambergris.

Ambergris occurs in rough lumps, varying in weight from less than one pound to nearly one thousand pounds stated in the beginning of this article. It generally contains fragments of the beak or mandible of squid or cuttle fish, which constitutes the principal food of the sperm whale.

When first removed from the animal it is comparatively soft and emits a repugnant odor, but upon exposure to the air it grows harder, lighter in color, and assumes the appearance when found floating on the ocean. It is light in weight, opaque, wax-like and inflammable. Its color ranges from black to whitish gray, and it is often variegated with light stripes and spots resembling marble somewhat. When dried—the only curing process it undergoes—it yields a subtle odor faintly resembling that of honey. It softens under heat like wax, and in that condition may be easily penetrated by a needle. A proof of its good quality is a polished needle meeting with no obstacle when pushed through it, and if the needle be red hot the substance will exude an oil. When stored for a length of time it becomes covered with dust like chocolate. It contains some moisture that gradually evaporates, reducing its weight, but increasing its intrinsic value.

While ambergris has been used for years as a medicine, at the present time the principal and almost the only use is in the preparation of fine perfumes. It furnishes an important ingredient in the production of choice bouquet or extracts and it also acts as a fixer and adds permanency to the ingredients employed. For the perfumers' use it is generally made into an essence or tincture by dissolving four ounces in a gallon of alcohol. The value of ambergris depends largely on its scarcity at the time it is caught, and freedom from impurities.

In all the stories told and printed about the famous catches of that

valuable article—ambergris—the story of the largest and richest catch of all has but recently been recorded. The whale from which the ambergris in question was taken was captured on October 1, 1882, by the bark "Splendid," of which Captain J. A. M. Earle was commander.

The whale from which the valuable mass was taken was a sperm whale and was caught on the Solander grounds off Chatham Islands, in latitude  $46^{\circ} 32'$ , longitude  $166^{\circ} 54'$ . Captain Earle struck the creature himself, and when his oil was tried out it was found that the "Splendid" stowed down ninety-three barrels, but the ambergris found weighed on being taken from the whale nine hundred and eighty-three pounds. After the usual shrinkage in the mass had taken place it was found that there was eight hundred and seventy-two pounds of the valuable material.

The report was sent out of the big catch and the market fell flat, and it was ten years before the last of the lot was sold, but the total proceeds of the sales of that big lump were \$125,000. The owners of the "Splendid" presented Captain Earle with a \$350 watch and a \$70 chain for making the catch. The manner in which some of the lot was sold makes an interesting story as told by Captain Earle:

William Elder, the owner of the "Splendid" to an extent of one-fourth of the ship, was a chemist, and he knew what the ambergris was worth, and he knew that it would flood the market to put out the immense lump all at once, so the lump was locked in a safe and it was kept for some time. But the secret leaked out, for the sailors talked about the great catch, and the owners began to try to dispose of it. Some of the ambergris was sold in Australia, a lump of ninety pounds being purchased by Young, Ladd & Coffin, while agents were started simultaneously for London and New York.

Some was sold in both places, and I remember that some of the ambergris sold in London was afterward bought by Dodge & Allcock in New York at \$1.12 an ounce, something like 1,200 ounces. McKissing & Robbins, of New York, bought some of the catch at \$1.00 an ounce. This was some of the very best part of the lump, and afterward this firm found the ambergris of such extra good quality that they told me that if I had any more or could get any more like the first lot they bought that they would give \$50 an ounce. I didn't have the right quality then, and lost a chance to get a record price for ambergris. I had to work the stuff gingerly and would sell a little here and a little there, and finally when it didn't seem to sell very well, the owners wanted me to take the whole lot left and sell it on my own hook. I bought all that was left, some 1,600 ounces.

The next year I went to San Francisco preparing to go north in a whaling vessel as master. I had the ambergris with me, and telegraphed to Leo Barnard that I wanted to sell the lump. I received word back that the agent of the firm would be sent on to see me. I met him in a short time at the Palace Hotel and he asked me what I would take for the ambergris. I told him it would be \$13.50 for the lot of 1,600 ounces. He asked me if I would sell it by a small quantity, and I replied that I wanted to sell the lot, to clean it up, as I was going off on a whaling

cruise. "You wouldn't shade that price a little, would you," he asked me, and I was firm and said that I wouldn't. We had some more talk and it resulted in my giving him until the next morning at 10:00 a. m. to let me known what I was to expect from him as to whether he would buy the lot or not.

The agent's name was Vilabon, and I met him the next morning, and he said that he had telegraphed to Barnard, and that the best that he would do was to pay me \$9.75 an ounce for the ambergris. After leaving agent Vilabon, I immediately telegraphed to Ricksicer & Co., of New York, asking them if they wanted one hundred ounces of good quality ambergris at \$16.00 an ounce. Ricksicer goes over to see Barnard and asked him if he had anybody in San Francisco that was authorized to sell him ambergris at \$16.00 an ounce. I don't know just how Barnard got out of telling Ricksicer that I was there to sell ambergris, but agent Vilabon came flying to see me in a very short time, and was anxious to again open up negotiations for my lump of ambergris, and the result was that I sold him all I had at my price of \$13.50 per ounce. The joke was too good to keep, and so I sold Vilabon what I had done and he showed me the telegram he had received from Barnard, which read as follows: "Close with that man at once at \$13.50. He is trifling with our customers."

While the "Splendid" lot of 872 pounds sold for \$125,000 and averaged between \$135 and \$140 a pound, the average price received for all the ambergris caught during the time anything like an accurate record has been kept, will probably be \$200 a pound. Since 1840 down to the present time the records show that 4,070 pounds have been accounted for, which at \$200 a pound shows that the whalers have received \$814,000.

The record of catches of year follows:

	Pounds
1841—Brig America, Wareham .....	18
1858—Schooner Watchman, Nantucket .....	600
1864—Schooner Walter Irvin, Provincetown .....	10
1865—Schooner Sarah E. Lewis, Boston .....	40
1866—Bark Sea Fox, New Bedford .....	150
1867—Schooner Wm. Wilson, Marion .....	8
1867—Trading vessel .....	128
1869—Ship Herald, New Bedford .....	70
1870—Bark Elizabeth, Westport .....	208
1878—Bark Minnesota, New Bedford .....	18
1878—Bark Adeline Gibbs, New Bedford .....	132 $\frac{3}{4}$
1878—Bark Bartholomew Gosnold, New Bedford .....	125
1879—Bark Letitia, New Bedford .....	100
1882—Bark Falcon, New Bedford .....	136
1883—Schooner Orie M. Remington, Provincetown .....	7
1883—Bark Splendid, Dunedin N. Z. ....	98 $\frac{1}{2}$
1884—Schooner George H. Phillips, Provincetown .....	61
1885—Landed at New Bedford .....	61
1886—Schooner Antarctic, Provincetown .....	35
1887—Schooner Antarctic, Provincetown .....	25
1887—Schooner Antarctic, Provincetown .....	21 $\frac{1}{4}$
1888—Schooner Eleanor B Conwell, New Bedford .....	57
and 22 pounds from another schooner.	
1889—Schooner Rising Sun, Provincetown .....	9 $\frac{5}{8}$
1889—Schooner Adelia Chase, New Bedford .....	15 $\frac{1}{2}$
1889—Two New Bedford schooners .....	41
1890—Two lumps to New Bedford .....	21 $\frac{3}{4}$

1891—Schooner Adella Chase, New Bedford .....	27	4-16
1891—Two other lots aggregating .....	13	13-16
1892—Bark Greyhound, New Bedford .....	40	
1892—Schooner William A. Grozier, Provincetown .....	10	
1894—Schooner Adelia Chase, New Bedford .....	128	
1896—Bark C. W. Morgan, New Bedford .....	50	
1900—Bark Morning Star, New Bedford .....	7	
1901—Bark Morning Star, New Bedford .....	20	
1902—Schooner Adelia Chase, New Bedford .....	11	
1905—Schooner John R. Manta, Provincetown .....	12	
1906—Bark Morning Star, New Bedford .....	3	
1906—Schooner Adelia Chase, New Bedford .....	7	
1910—Bark Plantina, New Bedford .....	10	
1910—Schooner America, Cape de Verde Islands .....	7	
1910—Schooners brought from Azores .....	200	
1911—Brig Viola, New Bedford .....	55	
1911—Bark Bertha, New Bedford .....	55	
1912—Bark Bertha, New Bedford .....	4	
1913—Bark C. W. Morgan, New Bedford .....	11	
1913—Bark Andrew Hicks, New Bedford .....	35	
1914—Schooner A. E. Whyland, New Bedford .....	15	
1917—Brig Viola, New Bedford .....	45	





WATERSCAPE FROM AN OLD PRINT



## CHAPTER XV. Whalemen's Experiences.

A whaling tale from Captain S. A. Mosher, of the bark "Wanderer," of this port, reporting that his ship was rammed by a one hundred barrel whale that had stove two boats, brought from the closet an interesting record of the loss of the bark "Union," of Nantucket, which was sunk by the attack of a whale seven hundred miles from the nearest land. Walter S. Allen, grandson of Captain Edmund Gardner, of the "Union," has published a record of the event as written by Captain Gardner, and many who have read it found it possessed more than ordinary interest. A whaleman's tale is often either too matter-of-fact or too rosy, but Captain Gardner treated the incident of the loss of the Union in a fascinating manner.

Captain Gardner was born in Nantucket in 1784, and when sixteen years old he sailed on a whaler. He sailed from Nantucket, September 19, 1807, on his first voyage as master in command of the ship "Union," which was lost eleven days out. A whale rammed the ship in a vital spot, and the "Union" became a derelict in less than three hours. Captain Gardner retired in 1826 and came to the city to live. He died here in 1875, aged ninety-one years. Some of the older residents remember Captain Gardner as a fine example of the whaling captain of the early nineteenth century, and one recalls his part in the reception to King Kalakaua, of the Hawaiian Islands, during the visit of his majesty to this city, December 31, 1874. At noon Mayor George B. Richmond gave a reception at his home to the King, and the mayor invited over one hundred ship masters to meet the royal visitor. It was whaling that brought New Bedford in touch with the Hawaiian Islands, and the King knew New Bedford because of the visits of its whaleships. The spokesman for the shipmasters was Captain Edmund Gardner, who was the eldest among them, and it is to recall that his words of welcome to the King were spoken with the captain sitting at ease in his chair. It was none the less cordial on account of its informality.

The loss of the "Union" has always been included in the whaling records as one of the casualties of whaling in which the whale was the successful hunter. The "Ann Alexander" and the "Kathleen" are other famous cases. Captain Gardner's version of the loss of the "Union," one hundred and five years ago the first day of this month, follows:

Everything was hurrying up, being late, for the coast of Patagonia, and finally sailed on the 19th of the ninth month, 1807. Nothing particular transpired until the 26th inst., when a severe gale from the westward commenced; we scud under short canvas three days. At noon of the third day the wind moderated so that we spread more sail. The sea was high and running after us. At about 10 o'clock the wind veered

more free. I told my second officer to put another compass into the binnacle. He went down, got the compass, and was just coming from the gangway when the ship struck something heavily. The officer came near being thrown into the after hatchway, he catching by comings. I immediately went and looked over the stern of the ship, where I saw and heard a large whale spout twice. Sail was immediately taken in, for all hands were brought on deck by the concussion. The ship was brought to with the starboard bow to windward, hoping the wound would be out of water or partly so, at least. The pumps were set to work, our company twisting up casks to get down to the wound. In the meantime I went to the forepeak where shooks were stored, removed some of them, and got down to the place. The water had flowed so as to wash over the woun'd, or broken part. 'Twas ten feet from the stem and six feet below the wales. I readily perceived 'twould be useless to attempt to save the ship from filling with water. I had one man with me with a lanthorn. The outside plank, two timbers and ceiling plank were stove in. I sat down where I then was, and calmly made up my mind what was next to be done. Came to the conclusion to do all that could be done with the blessing of God to preserve the ship's company.

Captain Gardner's tale relates how the crew left the ship in three whaleboats, with only bread and water for food, and successfully covered seven hundred miles over autumn Atlantic seas to the Island of Flores in the Azores, a perilous trip at best. Of this he wrote:

Such was my anxiety and that of my company to find relief by some ship or vessel, that they saw many in the night. After calling to me, "Here is a ship," they could see her plainly. When I came to look and saw nothing, they could hardly be made to believe 'twas all imagination, and would then be quite disappointed. I had a Lascar sailor with me. The man had been in the ship on a previous voyage and talked broken, sometimes hardly intelligible. I had a young man with me that previously had tried his hand making money, and by taking 6½-cent pieces and manufacturing them into 12½ cents, passed them for the same. Amongst sailors anything that's disreputable is learned as it were by magic, and treasured up. While in boats, the Lascar said to the young man, "Well, Green boy, what think now, making nine penna out of four penna hap penna." The Lascar thought it was time to make up account.

Captain Loum Snow, who was the father of the late president of the Five Cents Savings Bank, was the master of the "Ann Alexander." George Howland, Sr., was the agent of Captain Snow's vessel, which was named the "Ann Alexander" from an Irish friend who was traveling in this country. Following is an unembellished narrative of some of Captain Snow's experiences, as recorded in the archives of the Old Dartmouth Historical Society:

Ship "Ann Alexander," of New Bedford, George Howland, agent; Loum Snow, master.

1805, October 21—Captain Snow, in command of ship "Ann Alexander," fell in off Cape Trafalgar with the English fleet a few days after the battle of Trafalgar between the English fleet and the fleets of France and Spain, which occurred October 20, 1805. The "Ann Alexander" was on a voyage from New York to Leghorn with a cargo of general mer-

chandise consisting of flour, tobacco, salt fish, lumber, etc. The English fleet was repairing damages which had occurred during the battle with the combined fleets.

The "Ann Alexander" had a deckload of lumber which was the personal property of Captain Snow. An English officer boarded the "Ann Alexander" and informed Captain Snow that Lord Nelson had been shot through the shoulder and spine, and had died on board the "Victory" a few hours after the battle was over, and that Lord Collingswood was the next senior officer in command. The English ships showed the effects of the battle, and their crews were at work repairing damages. The English officer returned to the "Victory," and soon returned with a request from Lord Collingswood that we would let him have some lumber, flour and apples. Captain Snow agreed, and soon boats from the different ships came alongside and were furnished with articles. The captain was paid for these goods in English gold by the fleet paymaster, who came on board and settled accounts. The "Ann Alexander" squared away for the Straits of Gibraltar, and on the following day came up with the new 74-gun frigate, "United States." They lowered a boat and came alongside. We gave them the news and sent to the commander ten barrels of apples.

1806, December 26—On a voyage from St. Ives, England, to Leghorn, France, in ship "Ann Alexander," sailing from St. Ives, December 26, 1806, Captain Snow had the following experiences: "On January 8, 1807, they were captured by a Spanish privateer who took out the second mate and crew and manned her, and ordered her to proceed to Vigo, Spain. The next day the vessel was captured by an English man-of-war, who took out the crew and put aboard a prize crew of nine men and ordered the vessel to Gibraltar. On January 16, 1807, in the Gulf of Gibraltar, the vessel was again taken by a Spanish privateer and carried into Algiers. Previous to putting into Agiers, Captain Snow enrolled the English prize crew as his crew, and on arrival at Algiers was allowed by the authorities to take possession of her and proceed on his voyage to Leghorn.

On August 20, 1851, the "Ann Alexander," Captain James Deblois, was attacked by an infuriated sperm whale which had been made fast to by one of the other boats which had been stove. This whale stove the bow of the "Ann Alexander," and she was sunk in the Pacific ocean, latitude 5-50 S., longitude 102-00 W. The captain and crew took to their boats and were picked up by another whaler, the ship "Nantucket."

Although the ship "Essex," of Nantucket, was sunk by a whale in 1819, the first report of the disaster to the "Ann Alexander" excited much scepticism in the newspapers of the country, and a report of the interesting controversy which arose is printed elsewhere in this edition. Five months after the incident the whale that wrecked the "Ann Alexander" was captured by the "Rebecca Simms," of this port. Two of the "Ann Alexander's" harpoons were found in the whale, and pieces of the ship's timbers were found imbedded in the whale's head. The whale yielded about seventy-five barrels of oil. In March, 1802, the bark "Kathleen" was struck by a whale when a thousand miles off the coast of Brazil, and sunk. The men took to the whaleboats and were subsequently picked up by a steamer.

## CHAPTER XVI. Old Log Books—A Thriller.

The whaleman's log book is an interesting contribution to the literature of whaling. Hundreds of volumes have been collected and deposited with the Free Public Library and Old Dartmouth Historical Society. The log was usually kept by the first mate, and the routine entry reads like this: "Remarks on Sunday, January the first. This 24 hours fresh wind from W. N. W. with hail and snow. At 6 in the morning set a close reefed fore top-sail. A sharp sea going," etc. Some of the log books offer an opportunity to collect the folk songs of the sailors, when

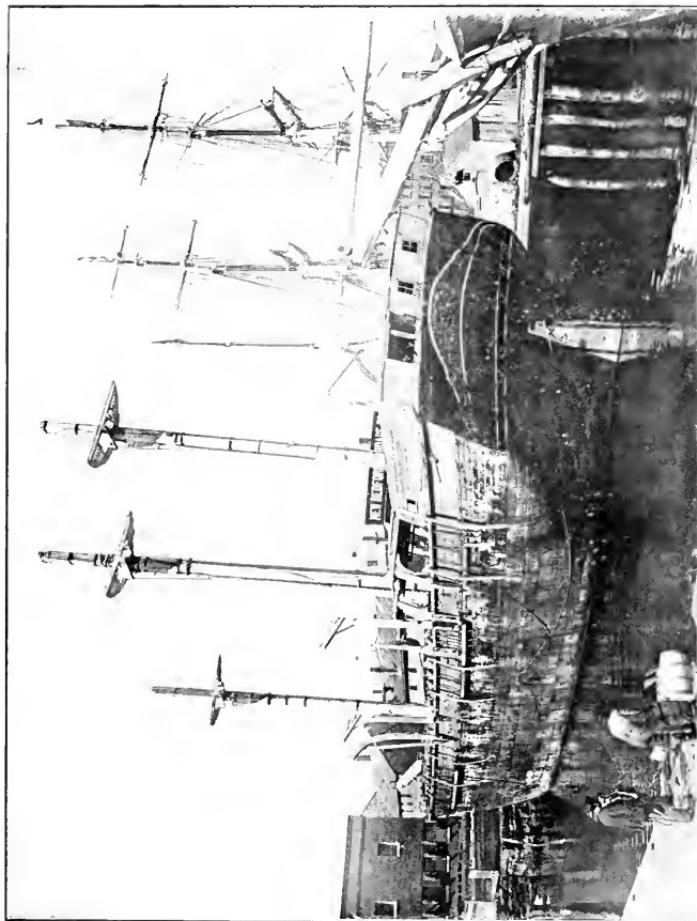
Loud sang the souls of the jolly, jolly mariners,  
Plucking at their harps, and they plucked unhandily;  
Our thumbs are rough and tarred,  
And the tune is something hard—  
As we lift a deepsea chantey, such as seamen use at sea.

The oldest log book in one of the largest collections in the city is dated 1769, and is rather more interesting than the average. The penmanship is particularly good, much of it being in the engrossing hand of the period. This book comprehended the entire ship's library, it is likely. On the first page are the names of the planets, with some astronomical data. On following pages is copied a service for the burial of dead, a prayer to be used in a storm at sea, and a short prayer at the prospect of a storm. This book did service until 1771. The latter pages are given up to "Deepsea Chanteys." There is one entitled "Cupid's Recruiting Sergeant." Here is a sample verse of the sentiment which pleased the ancient mariner:

Ye nymphs and ye swains who are youthful and gay,  
Attend to my song and be blest while you may.  
Lads and lasses, hither come, to the sound of the drum.  
I have treasure in store which you never have seen.  
Then haste, let us rove to the Island of Love,  
Where Cupid is captain and Venus is queen.

The log does not give the latitude or longitude of the "Island of Love," or indicate that the vessel ever reached it. Then there is a ditty written by a member of the crew, "a young gentlemen who by much gaming came to poverty and went many a voyage to the sea." Then follows a long poem about Noah and the Ark, telling how the people had become past enduring "till Jove being wroth rose up in his anger and said he would suffer such miscreants no longer."

So he from the windows of heaven did pour,  
Forty days, forty nights, one continuous shower.  
There was nothing to be seen but waters all round,  
And in this great deluge most mortals were drowned.



THE END OF THE VOYAGE

On shingle-homesome, muddy waters, anchored near the shore,  
An old sun-matt'd knavish battery ship, dashed, done and broken,  
After free voyages all the seas of earth, hauled up at last, and hawset'd tight,  
Dies rusting, mouldering.

-Walt Whitman



Sure never was seen so dreadful a sight,  
As to see this old world in such a sad plight,  
For here in the water all animals swimming,  
Men, monkeys, lawyers, cats, lapdogs and women.  
Sing derry down, down, down, down, derry down.

Then there is an original version of William Taylor, whose lady fair followed him to sea in man's attire. This tale appears in many versions in old log books. Eventually it formed the theme of the nautical comic opera, "Billee Taylor." "A new song in the year 1770" commences, "You gentlemen of England that lives at home at ease, O little do you think or know the danger of the seas." Then there are "Lines on reading Mr. Allen's book entitled: 'Alarm to the Unconcerned,'" dated Sunday, March 25, 1770. Then there is "A bold seaman's song," written in 1769, entitled "Adieu to the Ladies of Lisbon." At the conclusion is the endorsement, "The end of a fine song. This song was wrote by Mr. Zadah Maxfield, of Dartmouth, in the County of Bristol, Mariner, 1769." And there is a song "Concerning Ships Sailing," and interspersed with the poetry are records of the loan and payment of money, and other transactions.

During the palmy days of New Bedford's fascinating industry the records of thousands of voyages to all the seas of earth in search of whales, accumulated in the lofts and attics of the outfitters' establishments and the waste places in the office buildings of the whaling agents. As the ancient industry was put aside for the newer vocations of a changing world, most of the old records found their way to the junk shops.

The loss of the literature of the day when the whalers went down to the sea in ships to search for the hugest monster is already a reproach to New Bedford people, and the newly organized Historical Society, as well as the Free Public Library, are now assembling such log books as escape the collectors, who are offering tempting prices.

Yet the log book is almost invariably a disappointment, and the record of the most extraordinary achievements in discovery and adventure is a mere recounting of the wind and weather and the sail carried, "and so ends" repeated to utter weariness and exasperation.

Occasionally, however, the reader is rewarded. Within the canvas-clothed board cover of a large volume which came to light the other day, bearing the device, "Remarks of a Whaling Voyage on Board Ship Junior, commanded by Archibald Mellen, Jr. Sailed July 21, 1857," the writer found the story of a famous tragedy of the seas. The written pages are few. The opening pages are devoted merely to the routine record of the direction of the wind, the condition of the sea, the fitting out of the whaleboats and the unsuccessful chase.

On Christmas Day, which came on a Friday, the ship was in the vicinity of Fayal. The record of the day, transcribed in the writing of

the third mate, who kept the log to this point, is rather dreary and portentous in its closing. It is as follows:

Lat. 37°58' S. Long. 166°57' E. Friday, Dec. 25, first part strong winds from the SW. Steering NE by E. At sundown, shortened sail to main topsail and foresail. Middle part strong gale. Latter part heavy gale from southward. Lying-to at sundown, heading to the eastward. So ends.

So, indeed, ended the day for the writer of this record. He was murdered that night, along with the captain; the other mates were shot, and the very next entry, in a strange hand, is a confession of a horrible crime signed by a company of mutineers, while following is a graphic story by one who came back, almost from death itself, to write it. The confession was written by William Herbert, a marginal note states. It is in an engrossing hand which would be creditable to a bookkeeper. The statement follows:

This is to testify that we, Syrus Plummer, John Hall, Richard Cartha, Cornelius Burns and William Herbert, did, on the night of the 25th of December last, take the ship "Junior," and that all others in the ship are quite innocent of the deed.

The captain and third mate were killed, and the second mate was wounded and taken prisoner at the time. The mate was wounded on the shoulder with the balls from a whaling gun, and at the time we fired we set his bed on fire, and he was obliged, for fear of suffocation, to take himself to the lower hold, where he remained until Wednesday afternoon.

We could not find him before that, but we undertook a strict search and found him then. We promised his life and the ship if he would come out and surrender without any trouble and so he came out. Since he has been in the ship he has been a good officer and has kept his place. We agreed to leave him the greater part of the crew and we have put him under oath not to attempt to follow us, but to go straight away and not molest us. We shall watch around here for some time and if he attempts to follow us or stay around here, we shall come aboard and sink the ship.

If we had not found Mr. Nelson the ship would have been lost. We are taking two boats and ten men and everything that we want. We did not put Mr. Nelson in irons on account of his being wounded, but we kept a strict guard on him all the time.

We particularly wish to say that all others in the ship but we five aforesaid men are quite innocent of any part in the affair.

Witnesses:  
HUGH DUFF,  
HENRY T. LORD,  
HERMAN GRAF.

(Signed) CYRUS PLUMMER,  
JOHN HALL,  
RICHARD CARTHÀ,  
CORNELIUS BURNS,  
WILLIAM HERBERT.

The following pages are in the writing of Henry Mason and dictated by Nelson Provost, the mate of the ship:

Friday, December 25, 1857.

Shortened sail for the night and everything appeared as usual until one o'clock Saturday morning, when the cabin was attacked by the five men aforesaid. Cyrus Plummer shot the captain with a whaling gun containing three large balls. The balls went in at his left side, passing under his ribs, and came out at his right side, entering the side of the ship. The captain sprang from his bed and exclaimed: "O, my God, what is this?" He was answered by Plummer: "G—— d—— you, it is me," who then seized the captain by the hair of his head (at the same time calling to his other men to "Up with those hatchets") and commenced cutting him with his hatchet. After he had struck him three or four times he let him fall on the floor, and he (Plummer) went on deck. The mate was also shot by a whaling gun in the hands of John Hall, alias William Payne.

I was fired upon at the same time the captain was. The charge from the gun went so close to my left cheek as to take some of the skin off and lodged in my left shoulder. It stunned me so that I knew nothing, but when I came to myself I sprang from my bed, exclaiming, "My God! My God! What is this?" and called for someone to come to me. I said, "Steward, come here." The steward made haste to obey, but was met at the door by John Hall with cooper's ax raised (he had dropped his gun), and was told by him if he said a word he would cut him down. I then sung out, "Boy." The boy turned out and came to me with a light, and I told him to put the fire out in my berth, which was ablaze. Then I went into the second mate's room and saw the second mate dressing himself. I told him I was shot. He answered that he was shot, too. The third mate was on the deck, out of his berth, dying. I left him and went to the captain's stateroom. I was barefooted, not having taken time to dress myself.

When I entered the captain's stateroom I found I was treading in blood. I sung out to the boy to bring a light. When the boy brought the light I saw the captain lying on the deck, dying. I raised his head and he breathed his last. I then opened his chest and took his pistol, revolver and loaded three shots.

I determined to shoot the ringleader and sent the boy to tell the second mate to come to me. But neither returned. I then blew the light out and stood as long as I could without suffocation. I then thought I would leave and give them a chance to put the fire out. As I passed through the steerage I sang out, "Cooper." The cooper answered me, "Here I am." Then I sang out for several others to see how many I'd have to help me. But when I saw the ship on fire I thought it was no use to ask for help.

I then sung out to the men to put the fire out and I would not hurt them. As I passed by I heard the second mate on deck asking for his life. I heard Plummer say, "Kill him," as I thought. When the men heard me sing out to put the fire out, they said: "Yes, you would like to get us down there. Come up or I'll shoot you."

I felt faint and, being wounded, I thought I'd take a bung borer and go down in the lower hold and get some water, and also in hope of shooting the ringleader. But I was two days without getting water or anything to eat. By that time my pistol was out of order. My thoughts were that I would live to get into port, and if they undertook to sell the ship I would come out and take her. But after I had been in the hold

five days they found me and told me if I would come out that I should not be hurt and that I might have the ship. So I passed my pistol up, when I found, to my surprise, the second mate alive and in irons.

I was almost dead. But they took me aft and washed and dressed me. My shoulder, where I was shot, had mortified, but they had it dressed. They told me that all they wanted me to do was to take them where they wanted to go and I might have the ship.

The third mate had the boarding knife run through him several times by Cornelius Burns, and after he had killed him Richard Cartha told him to get out of the way. And he (Cartha) struck at the second mate with another boarding knife, but it struck the berthboard. He then struck at him again, when the second mate caught the blade in his hand and bent the point of it over the berthboard. By that time I was out of my berth hallooing. Cartha then fired a pocket pistol at the second mate and shot him in the breast. All I knew before I took to the hold was that the captain and third mate were dead and that the second mate was shot and wounded and I supposed he was killed after he went on deck. The remainder of the aforesaid testimony was told me after I was taken.

The proceedings on deck as I was told: Between one and two o'clock Saturday morning the foremast hands not engaged in the mutiny were called from a sound sleep and were told by one of the gang that the ship was taken, that the captain, second and third mates were dead and that the first mate had stowed himself away. We were then made to come on deck and were made to arm ourselves with lances, harpoons, spades, axes and other things, and were made to stand at the fore, main and mizzen hatchways, watching for the mate.

Just after we came on deck and had got to the try works the second mate came on deck and was made prisoner by the gang. Plummer then bound him and sent him to the forecastle and set a strict watch on him. All hands except two at each hatch were made to come aft and work at putting out the fire. After we had worked very hard for an hour or so we got the fire so much subdued that we could venture below.

A couple of men were then sent below in the cabin and bent a rope on the captain's ankle, and some of the men on the deck hauled him up. A heavy chain was then made fast to him, and he was thrown overboard on the larboard quarter.

After the fire was put out Plummer ordered the ship to head NNW, thinking he was steering for Cape Howe. He was steering a straight course for Lord Howe's Islands. After I was found I was told to steer for Cape Howe, Australia. I accordingly changed my course to SW by S. We made the land on Sunday, January 3, 1858. The same morning, Saturday, all hands were made to come on deck and throw the boat craft, the spades, spare irons, and, in fact, everything pertaining to whaling, overboard. Then they broke out the slops in the ship and all the stores, and hove casks of rye and other things overboard. After that they went below to the cabin and broke out everything they could find—liquors, tobacco and everything else they could lay their hands on. All the stores and, in fact, everything in the ship useful for a whaling voyage were used or destroyed excepting bread and water. The clothing and the articles on board to recruit ship were destroyed.

My proceedings in the hold from December 25 to December 30, 1857: After telling the men to put out the fire (which were the last words I said) I started between decks to the lower hold. As I passed

the main hatch, Plummer raised the corner and threatened to shoot me. At that time the men were called aft to work. I heard them working, and supposed that they were all against me. I heard none speak except Plummer, Cartha and Hall. While the men were putting the fire out I came aft and raised the corner of the after hatch and went down into the lower hold. I crept aft to the run. While I was in the run they made the foremast hands go down between decks and break out the cask of powder. They were afraid to go themselves. After I saw no hopes of shooting the ringleader, I proceeded on to midships, on the starboard side.

I suppose it was on the second day after I was shot. I then raised my hands to God and asked him to protect my soul. I almost choked with thirst. Then I said, "O God, wilt thou be so kind as to give me a little water?" As the ship rolled I heard a noise of water and found the bung out of a cask which was nearly full. Then I said, "How will I get it out?" I was in my drawers and had on a thick woolen shirt. Then I thought about taking a piece of my shirt collar and dipping it in the water to suck. I moved away when I heard shooting on deck, and thought they were firing in the hold. I thought I saw lights and was frightened almost to death.

As I crept further forward I lost my bung borer between the main and fore hatch, so I had nothing left but my pistols containing three loads. I found a cask of water and got a drink. I also found a cask of bread with the bung up. The bung being of soft wood I rubbed a hole through it with the sight of my pistol, not daring to pound on it for fear of making them hear me. There I lay. My feet had no feeling on account of cold. I tore a piece off my shirt and wrapped it around my feet and tried to sleep.

I expected to be shot as soon as I went on deck, so I thought I would stay there and die. I thought I had been there three days and that I was getting along well. I had torn another piece off my shirt collar by which I could get water, and I could get bread out of the bunghole of the bread cask. The collar I made fast in my buttonhole for fear of losing it.

The day they found me I asked them how long I had been in the hold. They told me five days. I thought I had only been there three.

When I was in the hold I was as strong as a lion, but when I came on deck I could scarcely stand. While I was in the hold I could hear a kind of suction in my shoulder, and I knew that I was badly hurt. My shirt was cold and stiff with blood, and I shifted it around and put the soft side on the lame shoulder. When I got on deck I could not stand. I looked so bad they had pity on me. The foremast hands said if there had been another person with me they could not have told who it was, I was so much altered. My hair stood upright from fear of being shot. They took me aft. Cartha came up with a pistol cocked and a hatchet raised and struck me on the lame shoulder with the hatchet. He said he was going to shoot me. He made motions with his hatchet and said he would cut my nose off.

Plummer told him to keep still and not shoot me, but he had hard work to hold him back. Plummer told me if I'd take them ashore where they wanted to go I should not be hurt, but might have the ship. "You never misused me," he said, "and I shan't shoot you." But my thoughts were that as soon as they made land they would kill me. My sufferings

were indescribable. They took me forward to the forecastle, and told me that Mr. Lord was all right. My heart was overjoyed. I was then sent aft, and Mr. Lord was kept forward in irons. They then made irons for me out of iron hoop, and made them so small that I could hardly get them on. The irons were made of heavy iron hoop in the shape of an ox-bow, with an iron bolt running through, and a padlock on the end instead of a key. I then asked them to put them on my feet and not on my hands, on account of my shoulder. They then kept the irons off, and let me free, thinking I'd have a better chance to navigate the ship.

NELSON PROVOST,

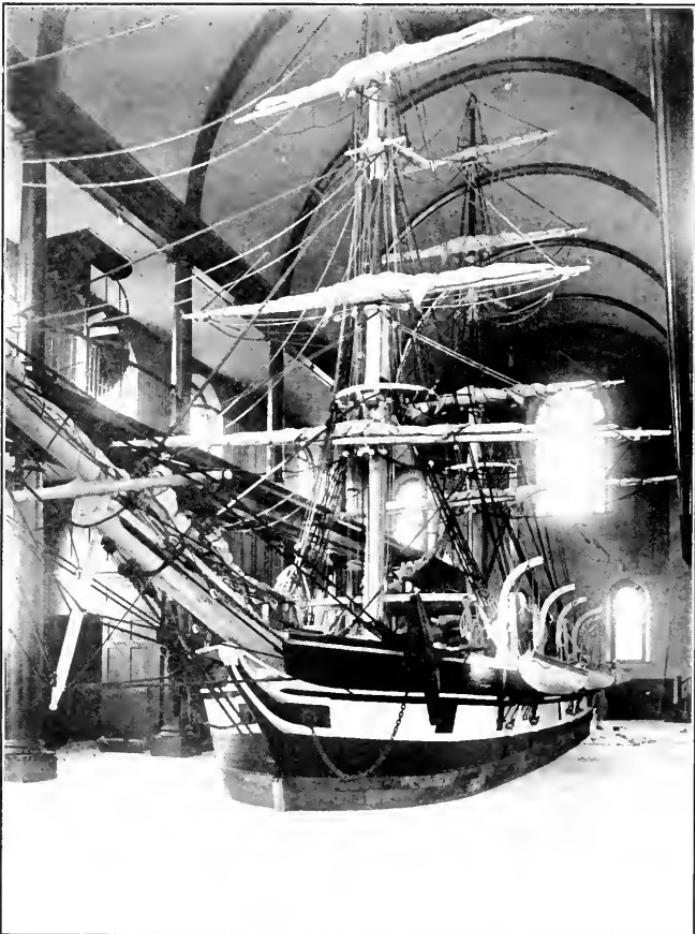
First officer of the ship "Junior" of New Bedford.

There are but few more entries. The men left the ship in two boats, a number of the crew joining the ringleaders, and started for Cape Howe, Australia, twenty miles away. The "Junior" kept her course until out of sight, when she put about for Sydney, where the two mates received surgical attendance and reported the story of the tragedy.

Eight of the mutineers were captured, and the "Junior" was converted into a prison ship to convey them to this country for trial. The after part of the ship was fitted with eight cages or cells, four on a side. The cages were built of colonial hardwood, with roof, sides and floors of iron. Each prisoner was manacled with leg irons and a guard of six men, in command of Mr. Reynolds, who was an officer in the Mexican War was assigned to their care. There were loopholes between the guardroom and the cages, and if any attempt at escape was made they were to be shot. The prisoners were taken on deck in charge of an officer, one at a time, for air and exercise. The American Consul shipped a new crew to sail the vessel home.

The trial commenced in the United States Court and was a famous one. Benjamin F. Butler defended Plummer. The defence was bad fare and cruel treatment on the part of the officers. Plummer was convicted of murder in the first degree and sentenced to be hanged. Three others, whose names were revised before pleading, were convicted of manslaughter. They were William H. Cartha, William Herbert and Charles H. Stanley. Plummer was sentenced to be hanged on June 24, but meanwhile some sympathy developed in consequence of the fact that in the end he saved two of the mates from the mutineers, and it was maintained that the disparity in the sentences was unjust. He secured a temporary reprieve and, finally, July 8, the President of the United States remitted the sentence to imprisonment for life. Plummer died in prison.





MODEL OF WHALE SHIP IN BOURNE WHALING MUSEUM.

## CHAPTER XVII.

### Whaling Memorials—The Crapo Monument, the Bourne Museum and the Barnard Monument.

William W. Crapo fulfilled the dream of all the lovers of the immortal days when New Bedford carried the flag to all the seas of earth, that we might rear a fitting monument to the daring race of men who brought opulence and fame to the city through their perilous enterprise. The statue stands on Library square. The late Bela Pratt was the sculptor.

Once it was decided to erect such a memorial, there could be no doubt in any mind regarding the subject of the design. "It is the harpooner that makes the voyage." It is the harpooner who performs the task with the responsibility and the task with the thrill. "Nowhere in all America," said Melville, writing of the olden days, "will you find more patrician-like houses, parks and gardens more opulent, than in New Bedford. Whence came they? How planted upon this once scraggy scoria of a country? Go and gaze upon the iron emblematical harpoons round yonder lofty mansion and your question will be answered. Yes; all these brave houses and flowery gardens came from the Atlantic, Pacific and Indian oceans. One and all they were harpooned and dragged up hither from the bottom of the sea. Can Herr Alexander perform a feat like that?"

The harpooner is at the forefront of the whole desperate business. When the green hand first takes his place in a boat to go upon a whale, he is commanded to keep his eyes astern, so terrifying is the spectacle of the contest—a contest in which the harpooner is the dominant figure. If it is necessary for the harpooner to qualify further as to his importance, let us quote from Melville once again:

According to the invariable usage of the fishery, the whaleboat pushes off from the ship, with the headsman or whale-killer as temporary steersman, and the harpooner or whale-fastener pulling the foremost oar, the one known as the harpooner-oar. Now it needs a strong, nervous arm to strike the first iron into the fish, for often, in what is called a long dart, the heavy implement has to be flung to the distance of twenty or thirty feet. But however prolonged and exhausting the chase, the harpooner is expected to pull his oar meanwhile to the uttermost; indeed, he is expected to set an example of superhuman activity to the rest, not only by incredible rowing, but by repeated loud and intrepid exclamations; and what it is to keep shouting at the top of one's compass while all the other muscles are strained and half started—what this is, none know but those who have tried it. For one, I cannot bawl very heartily and work very recklessly at one and the same time. In this straining, bawling state, then, with his back to the fish, all at once the exhausted harpooner hears the exciting cry, "Stand up, and give it to

him." He now has to drop and secure his oar, turn around on his centre half way, seize his harpoon from the crotch, and with what little strength may remain, he essays to pitch it somehow into the whale. No wonder taking the whole fleet of whalers in a body, that out of fifty fair chances for a dart, not five are successful; no wonder that so many hapless harpooneers are madly cursed and disrated; no wonder that some of them actually burst their bloodvessels in the boat; no wonder that some sperm whalemen are absent four years, with four barrels; no wonder that to many ship owners, whaling is but a losing concern; for it is the harpooneer that makes the voyage, and if you take the breath out of his body how can you expect to find it there when most wanted.

Having decided that it is the harpooneer who fills the picture, the artist must next pick his type. If he is a lover of the whaling classic, there is recalled to his mind the dreadful Queequeg, who "eats nothing but steaks and likes 'em rare," or Daggoo, or Tashtego, the three saltsea warriors with the portentous appetites which barons of salt junk could not satisfy. But these are not typical of the glorious host of whalemen who made the fame of New Bedford—valorous, hardy, God-fearing men.

The whalers of yesteryear, whom the sculptor honors and perpetuates, is the native-born—"A health to the native-born, stand up"—young men athirst for gain and glory in the fishery, "stalwart fellows who have felled forests and now seek to drop the axe and snatch the whale lance." The time was when the boys of New Bedford were fired by the deeds of the fathers, and aspired to be captains and heroes. This is the figure of youth who stands at the prow of the boat—looking forward.

But while the sea warrior makes first appeal to the fancy, the men who built the ships, planned the voyages, financed them, took the risk, and made the flag familiar on all the seas of earth, were no less daring and extraordinary. The whaling industry was the greatest gamble that ever men ventured, and required no less sportsmanship on the part of the promoters ashore than upon the men who actually went down to the sea.

A memorial was built and dedicated last year to the late Jonathan Bourne, the most successful of all the glorious host of New Bedford whaling merchants, by Miss Emily H. Bourne, a daughter. This memorial is no less unique than the industry or the man. The memorial has taken form in a splendid building in a historic neighborhood, on the crest of Johnny Cake Hill, for which the architect, Henry Vaughan, of Boston, found his architectural inspiration in the old Salem custom house, made famous by Hawthorne. The cupola which surmounts the building is a reproduction of the cupola on the Salem custom house, and, surmounted by a vane in the design of a whaler, gives touch to the skyline which is appropriate, and prepares the visitor for the atmosphere which surrounds him upon his entrance to the building. The great feature of the memorial is a reproduction of Mr. Bourne's favorite ship, the

"Lagoda," which was the most successful of his great fleet. The feature is an evolution of an idea that has made appeal to the lovers of old New Bedford. The hope has often been expressed that one of the old square-rigged whaleships, of which only a few are left, might be preserved as a museum. The idea was vague and impractical, as such a vessel would be a constant care, and would deteriorate very fast, while it would be inaccessible to visitors at many seasons. Every time the suggestion was made, its lack of practicability has been demonstrated, but there was the germ of an idea which lingered.

So, when Miss Bourne expressed her purpose to build a memorial to her father, the idea of reproducing a whaler again received attention. The site for the building was selected in the rear of the museum of the Old Dartmouth Historical Society, which will be its custodian. This situation, as we have said, is most appropriate, on a hill near the water front, in that part of the old town where stands the Seaman's Bethel, an institution which was an active philanthropy in whaling days. At first the idea of a building suggestive of a ship, with interior construction to conform and deck arrangement for the first floor, was considered. This was impracticable, and then the idea of a large model of a whaleship of the type of fifty years ago was presented to Miss Bourne and met her approval. The model grew in dimensions as well as in general appeal, and at length Miss Bourne added to her original land purchase, and a building covering greater area than was first proposed and of greater height was built to accommodate the replica of the ship.

The traditions of New Bedford's history are woven on a colonial background, and to perpetuate this feeling the museum was designed in the Georgian style, the architecture which gave the colonial period to the colonies, and of which so many beautiful examples still exist in this city. The building is one hundred and eighteen feet long and fifty-seven feet wide; from the ground to the top of the copper whaling ship, which swings lightly in the wind above the cupola the height, is ninety-six. The exterior is of red brick and limestone trimmings, with woodwork painted white to recall in general aspect the character of our public buildings of earlier times. The interior consists essentially of one large hall extending fifty feet from the entrance floor through two stories to the barrel-vaulted ceiling above. Around three sides of the great hall at the second floor level is a colonnaded gallery arranged for the reception of many exhibits of things pertaining to the whaling industry; from this gallery one may also get a closer view of the rigging and top gear of the large whaling ship which is the chief centre of interest within the building.

Edgar B. Hammond, who was selected to make the plans for the model, found many problems, which he attacked with enthusiasm. The "Lagoda" has been reproduced in half-size. The model's length from

her figure head to the tip of her stern is fifty-nine feet, and the measurement from the end of her flying jibboom to the end of her spanker-boom will be eighty-nine feet. Her mainmast is fifty feet in height. The bowsprit is fifteen and a half feet long, the fore and main yards twenty-eight feet long. The problem of Mr. Hammond can be partly imagined when it is considered that there must be special blocks, special metal work, chain plates, hawser pipes, chocks, windlass, manrope, stanchions, bob stayed eyes, pumps, davits, whale boats, rudder hangings and steering wheel.

The first of Mr. Hammond's difficulties came from the fact that there was no model or photograph of the "Lagoda" in existence. Her measurements were found at the custom house, and it was known she was a flush deck vessel, and very similar in all points to the whaling bark "Charles W. Morgan," which now lies mouldering at our wharves, excepting that she was provided with a billet head bow in which the lines of a tub were more closely followed than in the "Morgan." Mr. Hammond found Captain Edward D. Lewis, who commanded the "Lagoda" on three voyages, living at Utica. Mrs. Lewis, the wife of the captain, sailed on three voyages in the whaler, spending ten years of her life aboard the vessel. Captain and Mrs. Lewis were able to supply Mr. Hammond with voluminous information as to the details of the bark's rig—she was unusual in having carried a spencer, for example—the arrangement of her deck and cabin. Mr. Hammond spent days in hunting up and interviewing at every stage of the work, old whalers and artisans who knew the "Lagoda." He even took the chance of submitting the rigging and sail plans to a group of old whaling masters for their O. K. Anybody who knows the critical spirit of the old whalers will realize what a test Mr. Hammond chose to apply to his work. The story is told that when that combination of artists, Von Beest, William Bradford and Robert Swain Gifford, prepared the sketch of the paintings for the whaling prints of "The Chase," "The Conflict" and "The Capture," they pasted their sketch on a piece of cardboard, leaving a very wide margin, and left it where whalers were wont to assemble, with the request that they write criticisms of anything that was inaccurate. The whalers covered the margin with criticisms and asked for more margin. The artists commenced to make alterations in the picture, but, discovering that the whalers did not agree with each other more than with the artist, the latter published their print for better or worse.

The old artisans who worked on whaleships, like the ships, have largely gone to their last port. There are few men left, skilled in any branch of whalescraft. Mr. Hammond found representatives, however, and summoned them to his aid. William H. Crook, a master ship-builder, who worked on the "Lagoda" at various times, aided Mr. Ham-

mond, and had general oversight of the work. Several ship carpenters were found and employed by Mr. Sistare.

The "Lagoda" carried seven whale-boats. They were half-size, and built by Joshua Delano, an old whaleboat builder. Other boatbuilders, if provided with designs, might build a whaleboat that would defy detection, but no New Bedford whaleman would venture in them. Building whaleboats in San Francisco was tried at the time when New Bedford sent a fleet into the Arctic from that port, but the whalers would not use them, and the home product was eventually shipped across the continent, as whaleboats have been forwarded to the isles of the seas when a ship has lost her boat. Often a vessel has lain idle in a foreign port for many months, awaiting a shipment of boats. This idea has followed through the whaling business from the beginning. No whaleman would ever use a tub line that was made anywhere outside the New Bedford cordage works. Possibly other cordage manufacturers could make a piece of rope just as strong and fine. But a bowhead whale worth ten thousand dollars might be held by that rope. The whalers knew the New Bedford company's rope could be trusted; they didn't know anything about the other manufacturer, and they never took the chance. The other day a whaleman down south sent to Ed. Cole, a Fairhaven whalecraftsman, for ash poles for his harpoons. He might have found ash poles nearer his destination, but how could he know they were right and trustworthy unless they met the approval of a whaling expert? Briggs & Beckman made the sails and Frank Brown the whaling guns, harpoons and paraphernalia. Men who have built try works built those on the ship and special bricks were made to afford the right proportions.

Jonathan Bourne, for whom this memorial is built, was born in Sandwich, Massachusetts, March 25, 1811, and at the age of seventeen came to this city, where he entered the store of John B. Taylor, remaining there nine months. Then he went back to Sandwich, spent the winter at school, and, returning in the spring, was employed by John Webster in his store under the Mansion House. He continued there as clerk and proprietor until 1848, when he opened the offices in the stone building on Merrill's Wharf, which he occupied until his death, August 7, 1889. He was an alderman of the city five years, from 1848 to 1852; was a member of three national Republican conventions; a member of the executive council for five years, serving under Governor George D. Robinson in 1884, 1885 and 1886, and Governor Oliver Ames in the years 1887 and 1888. Mr. Bourne was married, on December 2, 1834, at Fairhaven, by Rev. William H. Taylor, to Emily Summers Howland, daughter of John and Mercy Nye Howland, who died May 12, 1909, at the age of ninety-five. The children were Emily Howland Bourne; Annie G. Bourne, who married Thomas G. Hunt; Helen Church Bourne, who married William A. Abbe; Hannah Tobey Bourne, who married Mr.

Abbe, after the death of his first wife; Elizabeth L. Bourne, who married Henry Pearce; and Jonathan Bourne, Jr. Of these children there are three now living—Miss Emily H. Bourne, Mrs. Elizabeth L. Pearce, and Jonathan Bourne, Jr. The latter has served as United States Senator from Oregon.

Benjamin Baker, who entered the employ of Mr. Bourne in 1880 and remained with him until the close of his service, still occupies the old counting rooms, where he carries on the affairs of the estate. Mr. Baker has spent his leisure time in preparing a record of Mr. Bourne's connection with the whaling industry, a record of great and permanent historical value and the writer is indebted to Mr. Baker's record for the facts which follow:

Mr. Bourne's first venture in the whaling business was the bark "Roscoe," of two hundred and thirty-five tons, which made her first voyage for him under command of Captain Robert Brown, sailing May 26, 1836, on a South Atlantic voyage, and returning April 9, 1837, with a catch of ninety-two barrels of sperm, 1,033 barrels of whale, and 11,674 pounds of bone. There were twenty-two in the vessel, and all but three were Americans.

In May, 1880, Mr. Bourne was agent for twelve vessels engaged in whaling, with none at home, as follows: Schooner "Abbie Bradford," Captain Murphy, Hudson Bay; bark "Adeline Gibbs," Captain Besse, Atlantic ocean; bark "Alaska," Captain Fisher, Pacific ocean; bark "Draco," Captain Reed, Atlantic ocean; bark "Eliza," Captain Kelley, Pacific ocean; bark "George and Mary," Captain Baker, Hudson's Bay; bark "Hunter," Captain E. B. Fisher, North Pacific ocean; bark "Lagoda," Captain E. D. Lewis, Pacific ocean; bark "Napoleon," Captain Turner, Pacific ocean; bark "Northern Light," Captain Mitchell, North Pacific ocean; bark "President," Captain Chase, Atlantic ocean; bark "Sea Breeze," Captain Barnes, North Pacific ocean.

"During the fifty-three years Mr. Bourne was in the whaling business," Mr. Baker says, "his agency covered twenty-four vessels, with a tonnage of 7,461, and he had interests in twenty-two others of 7,421 tons, a total of 14,882 whaling tons. His average ownership of 57.47 per cent. in the twenty-four vessels managed by himself equalled an entire ownership of nearly fifteen vessels, and his ownership elsewhere brought his total whaling ownership to the equivalent of more than seventeen vessels. The twenty-four vessels managed by Mr. Bourne made one hundred and forty-eight voyages, covering 4,421 months, an average per voyage of 29.9 months, while the average catch per voyage of each vessel was —— barrels sperm oil, 1,136 barrels whale oil, 12,504 pounds of whalebone. The total sales of catch of the twenty-four vessels managed at different times by Mr. Bourne, although not entirely owned by him, aggregated \$7,986,103.08."



THE HARPOONER



The bark "Lagoda," which was, as has been stated, Mr. Bourne's favorite ship, was a vessel of 371.15 gross and 352 net tons, 107.5 feet in length, 26.8 feet beam, and 18.3 feet deep, and was built in Scituate, Massachusetts, in 1826, by Seth and Samuel Foster. She was of billet head, square stern, and two decks. She was probably built for the merchant service. Mr. Bourne bought her in Boston, August 3, 1841. In 1860 he changed her rig from that of a ship to a bark. The "Lagoda" arrived home June 3, 1886, under command of Captain E. D. Lewis, and on July 10 of that year was sold by Mr. Bourne to John McCullough for \$2,475, who in turn sold her to William Lewis and others, who continued her in the whaling business, the vessel sailing from this port May 10, 1887, for the Arctic. She was condemned as unseaworthy August 7, 1890, at Yokohama, Japan, Theodore A. Lake then being in command. The net profits of twelve voyages made by this vessel, covering a period from November 25, 1843, to July 10, 1886, were \$651,958.99. During these voyages her masters were Edmund Maxfield, Henry Colt, James Finch, Asa S. Tobey, B. B. Lamphier, John D. Willard, Zebedee A. Devoll, Charles W. Fisher, Stephen Swift and Edward D. Lewis (three voyages).

Of the ten most successful whaling voyages made by Mr. Bourne's vessels, the bark "Lagoda" made two, one taking fifth rank in the list, and the other tenth. The first of these two voyages was one of forty-six months to the Pacific ocean in 1864-1868, with Captain Charles W. Fisher in command: The value of this voyage was \$200,755.68; average catch per month, \$4,364.25; average catch per day, \$145.47; average catch per hour, \$6.06. The second of the voyages was one of forty-four months, also to the Pacific ocean, in 1860-1864, under Captain Zebedee A. Devoll, when the value of the voyage was \$138,156.19; average catch per month, \$3,139.91; average catch per day, \$104.66; average catch per hour, \$4.36. On one voyage only in the vessel's history was there a loss, \$14,460.47.

Mr. Baker states that Mr. Bourne was particularly careful in the selection of the men who should have charge of his vessels, upon whom he must depend for good results. It was necessary to entrust a whaling master with a vessel and outfit worth from \$40,000 to \$60,000, with which the master could do as he pleased at the first foreign port reached. When one of his whaling masters was called by Mr. Bourne into his inner office to receive final instructions, Mr. Bourne said to him, "Captain, eternal vigilance is the price of success." This was the method Mr. Bourne himself applied in all his transactions, and provided against every known risk. This, Mr. Baker declares, was the real secret of many a venture of Mr. Bourne's which others attributed to "luck."

Mr. Baker found on the office pay-rolls one hundred and one ship carpenters, eighteen caulkers, twenty-one spar-makers, twenty riggers,

sixty-five sailmakers, thirteen stevedores, eight ship-keepers, eleven coopers, three gaugers, four oil-filers and seven whalebone cleaners and bundlers. With the passing of the whaling industry their occupation has gone. A few men have survived the occupation, but in a few years there will be nothing left to remind the people of New Bedford of their ancient glory excepting the statue on the square, the Bourne Memorial, and the log books, records and exhibits in the Old Dartmouth Historical Society and Free Public Library.

Still another memorial was that given a few years ago by George D. Barnard, of St. Louis, who died in 1915. It commemorates the development of the city from a whaling to a manufacturing city. Zolnay, of Washington, was the sculptor. The memorial is located at Buttonwood Park. Mr. Barnard was born in New Bedford, in 1846, spent his boyhood here, and attended the public schools. He was employed at Parson's bindery on Union street. Shortly after the Civil War ended he went west, and there rapidly rose to the head of the firm of George D. Barnard & Co., manufacturing stationers. In 1908 he founded the St. Louis Skin and Cancer Hospital, to which he gave \$200,000. He was one of the original committee of two hundred in charge of the World's Fair in St. Louis. He was also interested in other St. Louis enterprises. In 1874 he married Mary L. Tindall, of Alton, Illinois. Mr. Barnard made several bequests to the city in his will.





BARNARD MONUMENT.



## CHAPTER XVIII.

### Pen Pictures of Typical Whalemen.

Captain Ahab ordered the entire whaleship's company aft, Melville relates, as the voyage was commencing.

"What do ye do when ye see a whale, men?"

"Sing out for him," was the impulsive rejoinder from a score of clubbed voices,

"Good!" cried Ahab with a mild approval in his tones, observing the hearty animation into which his unexpected question had so magnetically thrown them.

"And what do ye next, men?"

"Lower away, and after him."

"And what tune is it ye pull to, men?"

"*A dead whale or a stove boat!*"

That song which the whaleman sang as he drove his boat upon the whale, embodies the spirit which dominated the men of New Bedford and brought prosperity.

"*A Dead Whale or a Stove Boat!*"—This phrase is emblazoned on the monument we have built to the whaleman. It should be inscribed in the school room and on the wall of the bed chamber of the youth of New Bedford. This was the impulse which led the whaleman to do brave deeds and take many risks for a chance of success, so that all history cannot point to an enterprise prosecuted with greater courage, hardihood and intelligence. Where the adoption of such a glowing, slashing, inspiring, do-or-die, spirit-stirring motto might still lead our youth, if it was adopted into our precepts, we love to consider.

Honor has been done the whalemen as a class. It is quite worth while to present a few sketches of individuals whose lives are typical of the school that created our fortunes in that fascinating industry which makes our past unique. We would like to emphasize the story of a race of men with a few details of the experience of those who sailed "free voyages to all the seas of the earth" and accepted strange adventures and hairbreadth escapes as a part of the day's work. These narratives present the essential characteristics of the New Bedford whaling master. One group of captains serves almost as well as another, for there is scarcely one whose experiences are not equally eventful.

Captain Charles H. Robbins, who passed over at the age of eighty-one, was an American down to the feet—Lemuel Robbins his father, and Rachel Robbins his mother. The former died when Charles was nine years old, and the boy parted with school at the age of twelve, for there were nine sisters and two brothers to be supported. At that age the boy

sought an opportunity to ship, but he was declared by the agents to be too young and he worked at the lever of the old hand press in "The Mercury" office, and carried papers for three years. When he was fifteen, however, he shipped on the ship "Swift," without his mother's knowledge, although she subsequently gave her consent. The ship was to sail on February 1, but the vessel was frozen in at the dock. Fearing desertions the captain ordered the men to saw a channel through the ice, and for ten days she was frozen in off Clark's Point, with the lonesomest boy in the world on board.

At length the ship sailed away in February, 1837, and thereafter Robbins lived more stories than all the writers could invent. He visited isles of the Pacific which civilization had never touched. In proof of the claim that he encountered the heathen in his utter blindness, the captain used to affirm that not only were they cannibals, but they had no knowledge of any kind of intoxicating liquor. It was August, 1841, after an absence of fifty-four months, before the boy came back. He went away a stripling weighing ninety-six, and when he came home he weighed one hundred and sixty and had to be introduced to his sisters.

He received one hundred dollars and a suit of clothes for four and a half years' work and in a few weeks he sailed again, this time as boat-steerer on the "Balaena." He was gone nearly four years, adding to the store of novel experiences which filled his life. While cruising down the line one day his vessel picked up a canoe containing eight persons, Kanakas, who turned out to be the royal family of Ascension. There had been a revolution and the king and queen and princes had been cast adrift literally as well as practically. The Kanakas did these things half a century ago, more humanely than the enlightened nations of the earth, *ex ampli gratia*, Servia, now rid themselves of their rulers. One of the princes had a wound in his shoulder where a shark had seized him when he jumped overboard to capture it for food.

The ship took eighteen hundred barrels of sperm this voyage, and when the captain reached home he married. Two months later he was at sea again as mate of the "Balaena." On the Peru grounds smallpox broke out on board the ship, several of the crew died. Robbins had a light attack of the disease, and finally left the ship at Payta and reached home after a year and a half to greet his wife and sail again in a few weeks as mate of the bark "Hope." To the Indian ocean he sailed this time and was gone two years and a half. Arriving home in May, 1850, he sailed four or five months later as master of the same vessel. He was gone thirty months this voyage. His next voyage as master of the bark "Elisha Dunbar" was a broken one and he returned ill, but sailed again in the "Clara Bell" and added thirty months more to his life on the ocean wave.

In 1859 Captain Robbins sailed in command of the bark "Thomas

Pope" on a four years' voyage, and this time he took his wife and children with him. The vessel was struck by a hurricane in the Mozambique channel, her masts were torn out, the mizzen mast tearing out the skylight so that the water rushed into the cabin. The vessel lay on her beam ends, and the captain's wife and little children clung to the weather side. An officer fell on his knees and prayed for the safety of his wife who was at home. Since his wife was safe and sound ashore, Mrs. Robbins suggested it would be more to the purpose to pray for those about him who were in extremity. When the storm abated jury masts were rigged and the crippled ship drifted into Mauritius. All the whaleboats were lost and none could be procured nearer than New Bedford. So the ship waited nine months for the boats. A child was born to Captain Robbins on this voyage.

So the story runs. Once his ship was struck by a meteor. At another time he was for months in a leaking ship. One day a bomb gun exploded and tore the mate's hand. Put to the shifts, Captain Robbins amputated it and subsequently was complimented by a professional surgeon upon doing a skillful job. We but touch upon the continued hazards, here and there, to remind this generation of the men who made a history which thrills the world.

And what manner of man was Captain Robbins, whom we bring to mind as a type of the New Bedford whaleman? That he was a courageous valorous man, a man of hardy daring, we need not say, but withal he was a gentle, kindly, conscientious God-fearing man, excelling in character. It is the combination of these qualities which makes it our especial pride to cherish the example of these veterans of the sea.

We never tire of telling the story of Captain George Fred Tilton. In 1898 the whaling fleet was caught in the ice pack off Point Barrow, in the Arctic ocean. Every plan which could be devised to reached open water was resorted to and failed. There was a lack of supplies and the whalemen appreciated that unless help came before the arrival of the fleet the following summer all would perish. Thereupon Tilton filled his pockets with crackers and, with the Arctic night closing in upon him, he walked three thousand miles to civilization and carried the message he had promised to deliver.

On his last voyage to the Arctic in 1904 the steam whaler he commanded lost her propeller as she was about to enter the Arctic, but Captain Tilton slammed her through the ice pack under sail and brought out a rich cargo of oil and bone.

Then there is the story of his besting Joe Choyinski, which is told to every New Bedford man who visits San Francisco, and of his winning the horse race at North Tisbury, Martha's Vineyard. They make an interesting group of tales "of most disastrous chances, of moving acci-

dents by flood and field and hair-breadth 'scapes," and they are all worth the telling.

It was in 1898 that Captain Tilton performed the feat which none of the more famous Arctic explorers would have dreamed of attempting under similar circumstances. That year Captain Tilton was mate of the "Belvedere." There were eight vessels in the fleet that season and in October they were assembled off Point Barrow, which is usually the farthest north the whaleships make. The vessels were caught in the pack, which is nothing unusual, as the northwest wind which breaks up the pack is almost a certainty at this season. The westerly wind blew unshifting and the vessels were gripped in the ice on the east shore, within a hundred feet of each other, the "Belvedere," "Jessie H. Freeman," "Orca," "Rosario," "Genie," "Newport" and "Fearless," and, farther to the westward and in a safe position, the "Wanderer." Every day was an anxious one. One night the crew of the "Jessie H. Freeman" was awakened by the splitting of the ship, and the company of forty-nine men had barely time to jump for the ice before she was crushed to a pulp. The crew reached the "Belvedere," and a few hours later the captain and fifty-five of the crew of the "Orca" appeared, their ship having encountered a fate similar to that of the "Freeman."

Various schemes to reach the open water were considered. Then, experiments in blowing a path to the sea were tried, but accomplished nothing. Communication with Point Barrow established the fact there were no supplies to be obtained there. The other ships were reported with inadequate provisions to last through the winter, and the "Belvedere" could furnish her augmented ship's company with but two rations a day. It was apparent there were not supplies sufficient to keep the men alive until assistance in the natural order of things arrived the following July. Then it was that Tilton offered to attempt to reach civilization. The suggestion was flouted by all the captains. "But it is our only hope," said Tilton. "We cannot survive without assistance until summer. I have a fighting chance if I go and scarcely that if I remain. If any one can make the trip, I can."

The latter was a conceded point, and after long consideration the captains gave a reluctant consent to Tilton's proposition. A letter was given Tilton to those in charge of the shore whaling station at Point Barrow, and there he was given the best outfit the station afforded, a sled drawn by eight young dogs and two Indian runners. The sled was fitted with a sail to ease the work of the dogs when the wind was fair. Such provisions as could be spared, principally hard-tack, were given him, a map and compass, a gun and cartridges and a tent. The start was made October 27 and all the crews assembled to bid him farewell. There were few who did not believe he would perish in one of the fierce northern blizzards which rage for days in that zone. The men cheered him until

he was lost to sight. Tilton had little to guide him and no relief from the responsibility, for the Indians could speak no English.

The first day's journey was most encouraging. Twenty-eight miles were traveled, but the performance was not repeated. A storm raged the next day and the men remained in their sleeping bags. The third day Tilton lost his axe, which was invaluable in making paths and in cutting fuel. They subsequently found a knife in a deserted Indian village, which served the purpose. The coast was followed as closely as possible. Tilton's feet and hands were frozen. On the twelfth day from the ship, the shelter tent was lost and the sled afforded their only protection from the storms. The fierce winds in the mountains of Cape Lisburne blew them from the path. On the fifteenth day the provisions gave out. A few frozen fish were found, but the dogs were killed one by one as food for the others. After days of starvation a village at Point Hope, six hundred miles from the starting point, was reached. Here food was secured in small quantity. The Indian runners deserted, but an Indian and his wife volunteered to go on. Twenty-nine days more of suffering. And then another village was reached. Many days a single frozen fish was all there was to eat.

Eventually Tilton reached St. Michaels and found the Jarvis expedition, bound north, furnishing the latter with valuable information. For months thereafter the little company wandered in the wilds of Alaska, always on the verge of starvation and freezing, until Kotzebue sound was passed and on March 22 the Kodiak Islands were reached. A month later the party arrived at San Francisco. If Tilton had been a professional explorer the world would have acclaimed this marvellous achievement and he would have been celebrated in books. Tilton expected nothing of it, made nothing of it and reshipped for another whaling voyage.

In 1904 Captain George Fred Tilton was in command of the steam whaler "Belvedere." The voyage had alternated in ill and good luck from the start. The "Belvedere" sailed from San Francisco, March 2, and a week later one of the crew fell ill with smallpox. He was isolated, but returned to duty, and Captain Tilton's anxiety was just relieved when another sailor was taken down. He recovered likewise and again the entire crew reported for duty. Then the ship banged into Behring Strait earlier than any ship had accomplished the same feat, only to be frozen in for two weeks. On the 17th a smashing big bowhead whale was taken, yielding 2,906 pounds of bone, worth more than \$10,000 at present prices, and then came the crippling of the ship.

Some captains might have been disengaged at the thought of sailing through the menacing leads in the ice pack at the mercy of the freak of the winds. Such navigation is dangerous enough with the steam auxiliary to assist the ship out of a tight place, but to maintain control over a steamship with sail power means that the safety of the crew and

ship will be menaced every minute during the three or four months the vessel remains in the Arctic. Captain Tilton accepted the hazard and returned home in the fall with a profitable season's catch to his credit. He has been doing hazardous and successful things even unto this day.

Captain George O. Baker might have been a king, as this story will tell, or an admiral in the Confederate navy, "but in spite of all temptations to belong to other nations" he remained a citizen of the United States.

Captain Baker's family has a village named for it—Bakerville—a part of the township of Dartmouth, a suburb of New Bedford. He was born there in 1837, and he went to sea when he was but thirteen years old—whaling was his occupation for forty years and most of that time he was master of a whaleship. His first experience as captain was an exciting one, his ship being burned by the Confederate cruiser "Shenandoah." His ship was the "Edward Cary." A few years before his death, Captain Baker said to the writer:

The "Edward Cary" was one of the first whalers to sail from San Francisco. It was in June that we sailed for a short cruise for sperm whales. We ran down to the equator, west of Ascension, and never saw a spout, so I made harbor to recruit, reaching an anchorage March 28. At Ascension I found the "Hector," Captain Amos Chase, of New Bedford; the "Pearl," of New London, Captain Edwin P. Thompson, also of New Bedford, and the "Herbert," Captain Eldridge, of Honolulu, sailing under the German flag. Three days later we sighted a steamer on the weather edge of the island, fifteen miles out, and coming slowly to where we lay. We took her to be a merchantman, and having no suspicions, a party of us, including all the captains, left our ships for the day to visit a friend at Hadley's Harbor, eight miles distant. We returned to our vessel at about four o'clock in the afternoon and were surprised to find the steamer we had seen in the morning, anchored near the "Harvest." "What is she?" asked Captain Davis. "Russian, I guess," said I. Meanwhile a lieutenant from the steamer was equally curious. "What boat is that?" he hailed. "The 'Harvest,'" replied Captain Eldridge. "You will report on board the Confederate steamer. You are wanted," said the lieutenant. "Chase, you're a goner," said I. "That's the Confederate steamer 'Shenandoah'." Now Chase was spunky and he persisted he would fight first, but we calmed him down and went aboard the "Shenandoah," where we were all placed under guard. I was taken with the rest, and after answering a few questions, Captain Waddell said, "Your ship is confiscated to the Confederate government." I was ordered placed in irons, but was permitted to remain to hear my comrades put through the ordeal. When poor little Chase, boiling with indignation and full of grit, was ordered in irons, he said: "Well that's pretty quick done." "None of your impertinence to an officer of the Confederate navy," said Captain Waddell. "I'm not impertinent, but it's pretty quick done, just the same," said Chase. Thereupon he was double ironed and ordered gagged, but the officer to whom he was turned over let up on him and he was not gagged.

We were marched to the topgallant forecastle, where our officers were confined, and seventeen of us lived in this hole. Our crews had been put ashore excepting a few who agreed to sail on the "Shenandoah."

After we had been confined for a week Captain Waddell sent for me. Now I had been cheerful all through and the captain was pleased to approve my disposition. I was ushered into the wardroom by the master of arms. My irons were taken off and I came within an ace of being started on a career as admiral. "Baker," said Waddell, "this is no place for you—aboard here and in irons." "That's true enough, captain," said I, "but I have been unable to avoid the situation." "Take a drink," said the captain, "and join the ship."

I prolonged the good time I was having until the captain grew impatient. He offered me a place in the wardroom at \$125 a month. "I'll sleep on that proposition a few weeks," said I. Then the captain cursed me, ordered me in irons again and sent me back to the forecastle. After seventeen days more we were summoned before Waddell and required to kiss the Bible and swear we would never take up arms against the Confederacy. Chase swore more oaths than Waddell desired, so he was compelled to kiss the Bible twice. We were given a boat, a barrel of bread and another of pork and were put ashore. This was the food allowance for one hundred and twenty men.

At Ascension I happened to make a hit with the king, and he wanted to adopt me as his son. It happened like this: There was an uprising of the Kanakas, and although I was a Democrat then, as I have been since, I fought for the king against the common people. I was prejudiced, maybe, because the people raided our stores. I tied a sword about my waist with a rope yarn, and we had a victorious engagement. I was given the title of "mighty general," and my position in Ascension as a military man was akin to that of General Grant at home. We killed two Kanakas, wounded three and sank a canoe. The insurgents disappeared, and when the king saw that nine of us had whipped twenty-eight he feared for his throne. But we were not imperialists, and when a United States warship came along in about six months after our landing, we were glad to get away. I was landed at Honolulu, and worked my way to Peru, where I took command of the bark "Valparaiso," of which I was master five years.

Captain Baker then commanded the "Cape Horn Pigeon" for eight years, the "Europa" for seven and the "Josephine" for two years. He retired from the sea in 1890. Two summers ago he went to Holland as an expert witness for the government in the case of the seizure of a whaling vessel suspected by the Russian government of being a sealer. The Russian expert told the court that whales were taken to port whole, and sold for \$1,250 each. Afterward Captain Baker was invited to dine with the expert, and asked to tell a whaling story. "After having heard the Russian expert's testimony, I concluded that I need not be afraid of being taken up, so I palmed off the story about Jonah and the whale as one of my own experiences."

When Frank T. Bullen, the English writer of whaling stories, who wrote himself into fame out of his experiences on New Bedford whale-

ships, was visiting this city a few years ago, he was continually regretting the lack of imagination of our whaling captains. He was actually exasperated to find a race of men who had lived exciting experiences day after day, reducing it all to the merest commonplace. But it is the most natural thing, it always seemed to me, that the whaleman should be stolid. It would be incompatible with their calling that they should be other than phlegmatic. To bind a high-strung imaginative man down to a succession of long voyages with constant peril lurking over men and ship, would be unendurable. However, Mr. Bullen brought imagination to his experience and he was constantly impressed in his conversations with New Bedford whalemen with the magnificent material for stories that was going to waste.

Among the men whom Mr. Bullen met here was the late Commander William P. Randall, United States Navy, who was a hero in spite of himself, for there never lived a man to whom notoriety was more distasteful. The story of his heroic deed in firing the last gun on the "Cumberland" before she was sunk by the "Merrimac" was perpetuated in departmental records and in Boker's poem, to his intense chagrin. In an advertising age he had an awful dread of publicity, and to his dying day he never forgave a newspaper writer who heard the story at first hand under a pledge of secrecy and then wrote it in interview form in a newspaper.

Captain Randall was a whaleman before he entered the navy. He had taken Mr. Bullen to drive one day and, beguiled by silence, told the novelist a story which he wrote out on his return to the hotel. As we sat together Mr. Bullen handed the manuscript to Captain Randall. Captain Randall was furious and in his wrath tore the manuscript in bits.

"The story is damned good," he said. "I'd give a million dollars if I could tell it half as well. But you know as well as I that some galoot would be sure to get up and say I'd paid you to write it. That's why I tore your manuscript. Besides I don't talk as you made me. My grammar's as good as yours. You make me talk like a rough sailor man."

The story was charmingly written, and Mr. Bullen rewrote and gave the writer a copy. It is a picturesque incident in the life of the youth of New Bedford who went down to the sea in ships, and we are glad to preserve it in this little group of stories:

Randall was a young man, second mate of a whaleship, already in good repute for his smartness and ability to deal with the most difficult case of whalership as it arose. But as so often happens, this extraordinary evidence of capability in a young man did not help him very much because his seniors were jealous of him and consequently did their best, or worst, to keep him in the background.

Men like that, however, are apt to refuse to be kept down very long. Randall's chances kept coming, and he kept taking them until one afternoon in the north Pacific, all the boats were lowered for a mighty sperm

whale. By the skipper's orders Randall was made to wait attendance upon the other three boats, the third and fourth mates being relatives of his own. In spite of this, however, the young second mate managed to creep up and get fast, the mate's and fourth mate's boat being already so, but apparently unable to do anything. The whale was a fighter and in the course of an hour's run he got the lines of the three boats so snarled up that they could not get near him. They had resolved to cut adrift, and begin again, when the whale solved the problem for them by suddenly turning a somersault between them and rising to the surface again with the second mate's line entangled in its lower jaw. The other two officers seeing that the game was now in Randall's hands, cut themselves adrift, upon which the whale, as if conscious that he had now achieved two-thirds of his freedom, sprang forward with tremendous vigor, defying all the crew's efforts to get up close to him.

It was now evening, and but few minutes remained before the darkness would shut down upon them like a canister lid, yet every one of those minutes saw them being carried farther and farther away from the ship and their fellows in the other boats. At last, just as the last faint streaks of light were fading, young Randall saw his chance, and rallying all the energies of his men, succeeded in hauling up on the whale's flank and giving him a thrust with the lance between the first two ribs, which settled matters finally. Being so exhausted, the whale did not make much of a flurry. His dying agonies were brief, and in a few minutes Mate Randall was enabled to bore a hole in the whale's fluke with his boat spade wherein to secure the towline for hauling the prize alongside.

While doing this he had the grievous misfortune to split his hand quite open to the bone on the spade edge. The work was finished, however, and with the satisfaction that he had the whale secure, the young man set about binding his hand as well as might be, for it was becoming stiff and painful. And as if his trouble must needs come upon him all at once, he had hardly completed his rude surgery when a huge Kanaka, his harpooner, suddenly seemed to become crazy with fear of the darkness and his inability to see the ship. He howled with fright and demanded water and food, which, as is generally known, is only carried in the most limited quantities in whaleboats—say two gallons of water and three pounds of biscuit, a tiny provision indeed for six men.

Randall tried to soothe the frantic man, but finding that he could not do so, and that, moreover, the rest of the crew showed signs of demoralization, he reached for his bombgun, and calling all hands to witness that if compelled to shoot the Kanaka, he was doing such an act only in the common interest, he sat pointing the gun with its awful charge at the mouthing, gesticulating negro, trying meanwhile to ignore the pain which was slowly deadening his left side, from the jaw to the waist. And there in his loneliness and full acceptance of responsibility sat the youth, Randall, feeling face to face with death in various shapes, but fully determined to die, if he must, man fashion.

There is no doubt that he would have died, but his after oarsman, in a happy moment, thought of filling the only pipe in the boat with the strong, rank tobacco they carried. Lighting it with the flint and steel, he passed it to his officer, who smoked it and felt it send a blissful feeling of lethargy all through his frame. So sweet was the sensation that when the pipe was smoked out he asked for another, and when that had been consumed he felt entirely happy. Not sleepy; O, no; but free from pain,

and throughout that long quiet night he sat communing with all the great friends of books he had learned to love.

"To my mind," commented Mr. Bullen, "that makes a truly magnificent picture;" and he continues:

This mere boy of twenty-one, sitting calmly in his boat's stern throughout the long night, his gigantic prey wallowing at his side, and before him, in various painful attitudes, the five sleeping forms of the men in his charge covered with the boat sail, and for the time oblivious of the peril. With pain of body benumbed, but his mind active, he holds mighty converse with the spirits of the mighty dead whose words he has learned and loved, until with eyes that grow humid with gratitude he sees the tender flush of dawn mantling the eastern blue.

And as the day springs into being he sees afar off the silhouette of the ship, and lifting his voice in the long, mellow cry of "Sail ho!" he brings all of his men out of their slumbers into rejoicing consciousness. Even then he has need of all his firmness of purpose to prevent his being compelled by his men to cut adrift from the whale and pull for the ship, they are so afraid she will miss them. Two hours of steady holding his own with them passes slowly away before it is seen that she knows of their whereabouts, and all is well.

It is little wonder that after a youth passed in such experiences he never seemed able to quite comprehend why the world persisted in making so much of that day's incident on the "Cumberland." He had lived with sailor men, who, cast adrift in a whaleboat, could whittle with a jackknife a quadrant, tear off the rim of the compass focal for an arc, break up a five-cent mirror for a speculum, and by such crude device fight their way back to home and life. But they were men of action, not of speech.

In keeping up with a changing world the time came when New Bedford was forced to turn from whaling to manufacturing. "If its sturdy people could no longer roam the seas conquering its hugest monster, they could make the spindles whirl with successful life on shore," said the late Thomas B. Reed on the occasion of New Bedford's semi-centennial celebration, adding this sentiment: "The earth has got to be very shifty to get out of the grasp of a people equally at home on land or water."

The men of New Bedford turned from the sea, singing in the spirit of Kipling's jolly mariners:

The war is done between us,  
In the deep the Lord hath seen us;  
Our bones we'll leave the barracout  
And God may sink the sea!

So we conclude this period of our history with the familiar entry in the whaleman's log: "And so ends this day."

## CHAPTER XIX.

### The Period Following the British Invasion of 1778 Until 1812.

But little record is to be found concerning New Bedford after the raid until the close of the war, although the work of rehabilitation was going on slowly. By 1783 the signs of improvement were everywhere visible; men of enterprise and with some capital began to display their energy in various lines of business activity; shops, warehouses and wharves became busy with the outfitting of vessels for the merchant service and for whaling voyages; and but a few years elapsed before a goodly fleet was again upon the ocean, hailing from New Bedford. But the French Revolution of 1789, the Napoleonic wars of the early part of the nineteenth century, and the reluctant recognition of American rights upon the seas by Great Britain and France, made the years intervening between the close of the Revolution and the end of the War of 1812 a period of great uncertainty to the floating commerce of the newly created nation. The restrictions placed upon the entry of American ships into foreign ports, especially of England and France, led to the seizure of many of our vessels. This, with the impressment of American seamen, was the prime cause of the second war with Great Britain. The confiscation of American ships and cargoes by the French government led to the French spoliation claims, paid by France to the United States, and but recently distributed in full to the rightful claimants.

New Bedford suffered much from these conditions, her merchants and vessel owners losing both ships and goods. The business of the village, but recently recovered from the disasters of the Revolution, was again laid prostrate, and it was not until the year 1818 that it could be considered completely revived. From that year may be dated the commencement of a commercial prosperity which has rarely been equalled in history.

"Morse's Gazetteer," published in 1797, thus describes the New Bedford of that time:

New Bedford, a port town and port of entry in Bristol county, Massachusetts, on a small bay which sets up north from Buzzards Bay, fifty-eight miles from Boston. The township was incorporated in 1787, and is thirteen miles in length and four in breadth; bounded east by Rochester, west by Dartmouth, of which it was originally a part, and south by Buzzards Bay. Acushnutt was the Indian name of New Bedford, and the small river of that name discovered by Gosnold in 1602 runs from north to south through the township and divides the villages of Oxford and Fairhaven from Bedford Village. A company was incorporated in 1796 for building a bridge across the river. From the head to the mouth of the river is seven or eight miles. Fairhaven and Bedford Villages are a mile apart and a ferry constantly attended is established between them.

In 1787 smallpox visited the town, its effects being so serious that public action was taken. A pest house was built upon land belonging to Ebenezer Willis, who was allowed six shillings for every person taken into the house. In 1791 the smallpox again broke out in the village, with results far more fatal and distressing than those of the first epidemic, about one hundred persons dying from the disease.

The first newspaper, "The Medley," or "New Bedford Marine Journal," made its initial appearance Tuesday, November 27, 1792, edited, printed and published by John Spooner at his office near Rotch's Wharf. In 1793 a post route was established by Samuel Sprague from New Bedford to Barnstable, by way of Rochester, Wareham and Sandwich, returning through Plymouth and Middleboro. Weekly communication with Boston was maintained by William Henshaw's stage that left New Bedford every Tuesday morning at 9 o'clock, arriving in Taunton the same evening. The trip was concluded on Wednesday in time for the travelers to dine at the Bunch of Grapes, an excellent inn kept by Colonel Coleman. The return trip, begun on Friday morning at 9 o'clock, was finished in New Bedford on Saturday at noon. The fare was three pence per mile. Abraham Russell ran a stage to Boston *via* Middleboro and Bridgewater, advancing his charges in 1794 to three dollars for each Boston passenger. The street over the mill dam in Fairhaven was opened in 1795, and record is made that at this time Bedford Village contained 454 houses and 1,313 inhabitants. In 1796 William Rotch deeded the lot at the northwest corner of Purchase and William streets to the new Congregational church. The same year (1796) the New Bedford and Fairhaven bridge was incorporated and the structure built, with resultant effects both good and evil. The bridge so altered the current of the river that the channel filled up and, as one resident put it, "Completely ruined the business of the place," meaning Fairhaven. The bridge was washed away in a very high tide in 1807, was rebuilt, and again destroyed in the great gale of September, 1815; was again rebuilt in 1819, and has been rebuilt and enlarged many times since. The toll charge in 1800 is here given: For each foot passenger, 4 cents. For each horse and person, 12 cents. For each chaise or sulky, 25 cents. For each sleigh drawn by one horse, 18 cents, and 6 cents for each additional horse. For each coach, phaeton, curricle or four-wheel carriage for passengers, 36 cents. For each cart, wagon, sled or other carriage of burthen drawn by two beasts, 25 cents. For the privilege of rolling a wheelbarrow or handcart over the bridge, 6 cents. For droves of sheep, swine, cattle or horses with one driver, per dozen 6 cents.

The twentieth anniversary of American independence was celebrated in Bedford with great rejoicing, the artillery company under Captain Ayers taking an important part. The celebration included an oration by Rev. Samuel West, D. D., an eloquent divine, and a public dinner.

The following year (1797) the artillery company paraded under Captain Henshaw, and the oration was by Jireh Willis. Washington's Birthday, February 22, 1799, was commemorated with more than usual fervor, but before another anniversary of the birth of the Father of this Country had rolled around, a memorial service in his honor had been held, January 6, 1800. President Washington died at Mt. Vernon, December 14, 1799, the news not reaching New Bedford until December 22. On the day of the memorial services a procession was formed by Colonels Pope, Kempton, Claghorn and Captain Bryant. The procession was composed of the artillery and militia companies; Washington Remembrance Lodge, Free and Accepted Masons; the orator of the day, Rev. John Briggs, of Trenton; the clergy; a choir of singers; civil officers; and school children, each with a black ribbon on the left arm. While the procession moved, the bells tolled and minute guns were discharged. In the harbor the vessels all placed their flags at half-mast.

A fatal fever swept the town during September and October, 1801, exciting much alarm and causing eleven deaths. The Bedford Bank was incorporated April 2, 1803, by Thomas Hazard, Jr., Edward Pope and Seth Russell, Jr. The first legal meeting of the Bedford Aqueduct Association, Charles Russell, clerk, was held March 17, 1804. On September 26, 1804, Joseph Willard, D. D., LL. D., president of Harvard University, died in Bedford, at the home of Edward Pope.

The years until 1812 seem to have been years of prosperity and patriotic development. Each succeeding Fourth of July was loyally and enthusiastically celebrated, military organizations continued a lively existence, and a complete roster of Captain Thomas Barstow's company of foot of January 27, 1810, is appended:

OFFICERS—Captain Thomas Barstow; Lieutenant Job Grey; sergeants and musicians, Enoch Horton, Robert Weaver, Alanson Caswell.

#### PRIVATES.

Allen, Thomas	Holmes, Nye
Allen, Charles	Jennings, Perry
Allen, Francis	Kempton, Benjamin
Bliss, George	Kempton, William W.
Bliss, Samuel	Knapp, Elisha
Bliss, Josiah L.	Mosher, Timothy
Booth, Zebedee	Nash, Simeon
Blackmer, William	Nash, William
Butts, Enoch	Nye, William C.
Burrill, Thomas	Orcut, Martin
Brooks, Gilbert	Parker, Nathan
Caldwell, Jeduthan	Perry, Nathan
Caldwell, Ralph	Perry, Nathaniel
Caldwell, Solomon	Perry, Timothy
Covell, Charles	Pierce, Pardon

Cranston, William	Place, Henry
Crocker, Oliver	Potter, Stephen
Clapp, John	Randall, Richard
Cross, Latham	Sawdy, David
Covil, Clement	Simmons, Benjamin
Dalton, William	Simmons, George
DeCost, Nash	Simmons, Smith
Dunbar, Joseph	Sisson, John
Ellis, William B.	Sherman, Allen
Evans, John	Sherman, Thurston
Forbes, Charles	Smith, Francis
Freeman, John	Swain, Matthew
Fuller, John	Stowell, David
Fuller, Jonathan	Taber, Benjamin
Gilbert, Charles	Taber, Edward
Green, David	Taber, Samuel
Hathaway, Ezra	Taylor, John
Hathaway, James	Tobey, Samuel C.
Hammond, Thomas	Tripp, Stephen
Head, Uriah	Tuckerman, William
Heffards, John	Warren, Benjamin
Heffards, James	West, Stephen
Hill, Richard	White, Philip
Hillman, Benjamin	Wilbour, Elijah
Hillman, Jethro	Wilcox, David
Himes, John S.	Wirt
Howland, David	Wing, Stephen
Howland, Jonathan, Jr.	Winslow, Zephaniah
Howland, Stephen	

The town of New Bedford had been set off from Dartmouth and incorporated in 1787, and the first town meeting was held on March 21, in the Congregational meeting house. The town was divided into four districts, separated north and south by the harbor and river, and east and west by the highway beginning in the line between this town, east and west by the highway beginning on the line between this town and that of Dartmouth at the bridge about twenty rods eastward of the house where James Peckham, deceased, last dwelt, and leading easterly to the bridge at the head of said harbor, and thence still easterly by the dwelling house of Hannaniah Cornish to Rochester line.

The first elected officers of the town were:

Selectmen—John West, Isaac Pope, William Tallman; clerk and treasurer—John Pickens; assessors—Bartholomew Aiken, Joseph Taber, Thomas Kempton; surveyors of lumber—Benjamin Taber, Benjamin Dillingham, Bartholomew Aiken, Jethro Allen; inspector of fish—Peleg Huttleson.

And the following constables and collectors:

Northwest district, Gamaliel Bryant;  
Northeast district, Samuel Bowerman;  
Southeast district, Joseph Damon;  
Southwest district, Abishar Shearn;  
Northeast district, Robert Bennit, Sr., Paul Wing, Job Jenne, Elisha  
Cushman;  
Southwest district, Barnabas Russell, Caleb Russell, Sr., Jireh  
Willis;  
Southeast district, Samuel Hathaway, of Sconticut; William Dexter,  
Joseph Damon, James Kempton, Benjamin Church, Bartholomew Aiken;  
Northwest district, John Chaffee, Christopher Hammond, William  
White, William Andrews;  
Wardens—Major George Claghorn, captain; Benjamin Dillingham,  
Isaac Drew, Amos Simmons;  
Tithingmen—Zadok Maxfield, William Allen, Pardon Taber;  
Fence Viewers—Samuel West, Silas Sweet, Stephen Taber, Henry  
Jenne;  
Cullers of Staves—Daniel Ricketson, John Shearman, Benjamin  
Dillingham;  
Hog Reeves—Sampson Spooner, Samuel Tupper, Jr., Gilbert Ben-  
nit, Daniel Smith, Seth Hathaway.

The town cast its first vote for Governor as follows: James Bow-  
doin, 41; John Hancock, 171.



## CHAPTER XX.

### Early Landed Proprietors.

The following narrative of men who made New Bedford in the olden days—their homes and their industries—the city of to-day being included in eleven farms two centuries ago—is by Mr. Henry B. Worth.

All New Bedford was divided into eleven farms two hundred years ago. For half a century its wealth was gained from tilling the soil, and the tracts from Clark's Cove to the head of the Acushnet river, then a part of the town of Dartmouth, were owned by primitive farmers. There is no indication of any commerce or whaling, and the only cloth manufactured in the place was the product of spinning wheels and hand looms. One highway extended northly from the cove to Rochester, along the line of County street of to-day, where all the dwellings were located, and another highway was laid out to South Dartmouth and Joseph Russell's mills, now Russell Mills.

The southernmost farm which lay between the cove and Independent street, including Clark's Point, was owned by Benjamin Allen, and it was very valuable on account of the extensive shore front. His dwelling stood on the southeast corner of Cove street and the County road, and he also owned the tract north and south of Howland and Wing streets, and a third farm at Mt. Pleasant.

The Ward family owned a thousand acres north of the south Allen property, sixteen hundred acres at the head of the river, and part of Cuttyhunk and Nasawena.

The homestead of the first Joseph Russell whose name is applied to Russell Mills was the farm between Thompson and Grinnell streets and the tradition is that his dwelling stood on South street, between County and Fourth streets. Within sixty years the cellar and well of a house built about 1825 by his son Seth, directly west of South street, near Crapo street, was in evidence. Joseph Russell was a member of the Dartmouth Society of Friends, and his estate inventoried thirteen hundred pounds, personal property, besides his lands.

Joseph Russell, Jr., owned the property between Russell and Spring streets, and his dwelling was near the head of Walnut street. His son Joseph, the third of the name, was reckoned the richest man in the village. His estate showed five thousand two hundred pounds real estate, and twelve hundred personal.

Next north to Sycamore street the great Kempton farm lay, first occupied by Ephraim Kempton in 1737. The earliest dwelling of record stood on the west side of County street, south of North street. The inventory of his estate showed that his house was of one story with three rooms.

The farm which had Linden street as its northern limit was purchased by Captain Seth Pope soon after it was laid out by Colonel Samuel Willis, of Bridgewater, and the dwelling stood on the site of the Bennett house, near the Common. Captain Pope attained considerable prominence during the half century that he resided in the village and his title was gained in the local militia.

As far north as Cedar Grove street was the farm of Samuel Jenney; Stephen Peckham tilled the tract that extended to Phillips avenue, and north of that John Hathaway settled, while the north Ward farm was divided between six heirs in 1741.

Previous to 1760 these nine families conducted their farms, and the wealthiest, Joseph Russell and Colonel Willis, operated their mills. When the sons married, dwellings for them were built on the ancestral homestead and in the divisions that followed years later they received the sections "where they had lived." The only traces of affluence are to be discovered in the probate records where there may be occasional mentions of bonds, notes of hand, a few books or some household luxury. But a new order was at hand by which the community would be signally changed. The attention of the people was directed to a different industry. Their wealth no longer consisted of products of the soil, but in place of the axe and plough, henceforth there were deeds of enterprise and daring that demanded the same valor as battle and war. It marked the opening of a new era when there came to be patrician homes on the Acushnet, and the merchant princes of New Bedford rolled up many handsome fortunes.

Joseph Russell, son of the second Joseph and grandson of the first of that name, inherited the homestead farm of his father between Russell and Spring streets, and he purchased a part of the Kempton farm. Influenced possibly by the success of the Nantucket seamen, Russell decided to engage in the whale fishery. On the shore near the foot of Union street he sold lots of land and the village was first called the New Settlement, and a few years later was called Bedford. This was the real beginning of New Bedford.

It has been written that capital to build whaling vessels was furnished by Joseph Rotch, of Nantucket. The amount paid by the latter for land sold by Russell was over \$4,000. Other purchases paid Russell as much more. In the decade before the Revolutionary War, he had sold all his shore front north of Madison street except a small section on both sides of Centre street. In these days blubber was brought by whaling vessels to the home port and tried out on shore. The Russell candle works was located between Center street and Rose alley west of Front street and the try-works a short distance north. Before his death in 1806 he had sold in house lots substantially all his farm east of County street and north of Madison. The part unsold was inherited by his sons,

Gilbert and Abraham. Like most of the merchants of that day, Joseph Russell had a license to sell liquor granted 1773 and 1775.

Bedford Village received among its residents, just before 1770, three men, all members of the Society of Friends, who exerted a powerful influence on the financial development of the community.

Joseph Rotch was a man of uncommon business ability. He appeared at Nantucket about 1720 and 1733 married Love Macy in Friends' meeting. The late F. E. Sanford is the authority for the statement that "Rotch cobbled shoes in the front shop and sold West India goods in the other." His activity seems to have been devoted exclusively to the acquisition of property in which he had great success. His principal purchases of land on the Acushnet river took place in 1765 and soon after he must have removed to Bedford from Nantucket because in 1768, 1773 and 1775 he obtained a license to retail liquors. At his death in 1784 he was one of the wealthy men of the section. His business included whiskey and all branches of maritime trading.

His dwelling stood on the southwest corner of Water and William and it is said it was burned by the British in 1778. Then he built on the northwest corner of Union and Bethel streets. The long and sturdy career of Joseph Rotch, beginning with the shop at Nantucket and closing in Bedford over fifty years later, enabling him to become the wealthiest resident in both communities would anywhere be noted as a marked success, but it was obscured by the surpassing brilliancy of his son William, who inherited all the Acushnet lands.

Captain Isaac Howland came from that part of Dartmouth called Round Hill, at the end of Smith's Neck. His title suggests that in early life he was engaged in a sea-faring career, but very soon his attention was directed to business on shore. Two of his daughters married sons of Joseph Russell, and this may have been a factor in leading him to adopt Bedford as his residence not far from 1770. At that date he must have accumulated considerable property, because in 1774 he was one of five men who belonged to the Friends' meeting house and were obliged to free their slaves, the others being William Sandford, Peleg Slocum, John and Joseph Russell. Howland conducted a distillery on the north side of Commercial street, where the stone block now stands, which establishment was burned by the British in the 1778 raid. His house was built of brick and stood at the junction of Pleasant and Union streets, and was taken down when Cheapside was opened. His principal land interests were on both sides of Commercial street.

As one of the pioneers of finance in New Bedford he achieved notable success, but, like Joseph Russell, he had the fortune to be succeeded by men who added greatly to the prestige of the founder. Side by side were the Rotches and Rodmans on the one hand, and on the other the firm of Isaac Howland, Jr., & Company, which later included Edward

Mott Robinson, Sylvia Ann Howland and Thomas Mandell. At the decease of Isaac Howland, his property passed to his three sons, Isaac, Peleg and Humphrey.

Captain John Howland was born in that part of Dartmouth near the east end of Hix bridge, and began life as a sailor. He commanded small vessels engaged in whaling and trading with West Indies and European ports. The records plainly show that his business enterprises did not involve the use of land. He built and occupied the house on the west side of Water street, next south of the corner of School street. It was taken down a year or two ago to make room for a cotton storehouse. His property seems to have been invested in personal estate. This gave rise to a common report that he had more ready money than William Rotch. He was one of the solid men of New Bedford. This may be inferred from the different lines in which he was concerned. He was one of the founders and trustees of the Bedford Bank and Fairhaven bridge. In 1788 he purchased from Ephraim Kempton a tract east of Water street on the south side of Middle street, and from this property he extended a wharf. In the purchase was included a part of Fishing Took Island, now called Fish Island. Some time before 1815 he built the stone building now on the corner of Water and Middle streets, and it was used by him and his sons as an oil manufactory. In modern times it has been used for the soap business.

Before the opening of the Revolutionary War there were added to the residents of Bedford Village a few who contributed in a humbler way to the founding of the town. At that day, the line of the Acushnet river touched Water street at its junction with Spring street, and the shore line extended somewhat northeasterly to Front street. In the space now devoted to Commercial street and the stone block was located the ship-yard of John Lowden. He built the original part of the wharf which was extended by Isaac Howland, father and son, until the present structure of the New Bedford, Martha's Vineyard & Nantucket Steamboat Company was attained. Lowden sold his property to Caleb Russell in 1772, and in 1783 it was purchased by Captain Isaac Howland.

On the south side of Union street, then called King, near Front street, where the shore existed in 1769, Uriel Rea bought a small lot and extended from it a wharf, the original part of the landing now used by the New York boats and the Fairhaven Ferry. It was later owned by Uriah Brownell and in 1822 conveyed by him to George Howland, and in 1888 was purchased by the Old Colony railroad. When owned by Howland it was called the Merchants' Wharf. Rea also purchased the northwest corner of Water and Union streets, and had a store there for which he constantly had a license to sell liquor. He also owned several acres on the river south of Pearl street, and here he built a wharf which in recent years has been owned by the Hathaway Coal Company. After

remaining in Bedford twenty years, Rea moved to Warwick, Rhode Island, and his property passed into the hands of Seth Russell to whom it was mortgaged. The principal item of interest about this man is that his name was pronounced "Ray" and it was from him that Ray street was named.

Benjamin Taber, boat-builder and block-maker, in 1765 purchased the lot on the north side of Union street, between Water street and the river. His house was at the west end of this tract. He built the wharf named from him, and now owned by the city. As fast as his children required houses, he built them on this lot and these houses are still standing on the north side of Union street.

The Revolutionary War paralyzed all industries and development. Losses by the 1778 raid were nearly half a million dollars. Other deprivations took place which fell heavily on Bedford village. A great part of the accumulations of twenty years disappeared. During this initial period the Kemptons, whose farms lay between Elm and Maxfield streets, made no effort to attract purchasers, and so only seven house lots were sold. A schoolhouse was built on the west side of Bethel street, one hundred feet north of Union, but this was burned. There was no meeting house in Bedford at that period.

The style of house building can be inferred from a very few specimens still in existence. The only illustration built of brick is that on the west side of Water street, between Walnut and Madison streets, erected in 1768 by Edward Hudson. It was the first dwelling with two chimneys and a central hall. Next south is the Allen house, built about 1780 by Thomas Howland, and was of the same style as the Captain John Howland house. Among the well-to-do people this style was in common use.

Within the reach of those of moderate means was a low one-story house, a good illustration of which opposite the Allen street church was recently taken down. One of the same style is still standing on the east side of Purchase street, north of Maxfield street, below the level of the highway. At the present date there are only a few houses, not more than a dozen, that were built before 1784, and not one that was in existence when Bedford Village was started.

Between the two wars with England, New Bedford not only regained all the loss incurred, but approached perceptibly near the attainments of Nantucket, the centre of the whale fishery of the world. It was almost a miracle that the recovery should be so rapid and complete. Probably the whaling and trading ventures brought uncommon returns, and many were attracted to such lucrative enterprises.

It was during this period that the financial prestige of New Bedford was established and the foundation of many fortunes laid. It was the outcome of an exceedingly favorable condition and the presence of sagac-

ious men prepared to take advantage of every opportunity. The leaders in financial circles at first were John and Isaac Howland. Joseph Russell and the Kemptons had an abundance of land and as soon as business activities attracted, there came demands for house lots throughout Bedford Village.

A nephew of Joseph Russell named Seth then came into prominence. In 1765 his uncle sold him the land on the northwest corner of Union and Water streets. At the close of the Revolution, when Uriel Rea became financially embarrassed, all his real estate passed into the hands of Seth Russell. This included the lot and wharf at the foot of Union street and a large tract extending from the river west some distance beyond Pleasant street. The three-story stone dwelling at the northwest corner of Pleasant and Campbell streets, was built for his son Charles. He began the house across the street on the south for a stable, but the disaster overtook him before this was completed and it was sold and altered into a dwelling.

Then George Tyson, who had married Seth Russell's daughter, at the same date had built for him the stone house on the north side of South street between County and Fourth streets. This was one of the fine houses of the day and suggested an Italian villa, although its plain style could not offend the taste of a Quaker family. In recent years, being surrounded by houses, it has lost the charm originally secured by being located in the centre of a large open lot. The creditors of Tyson sold it to Judge H. G. O. Colby in 1844, and in 1855 his administrator conveyed it to Captain John A. Delano, by whose family it was called "Eton Villa." In 1879 it was purchased by Elijah Gifford.

Seth Russell's own mansion is still standing on the southeast corner of County and Grinnell streets.

The fourth house was that built by Seth Russell for his son Seth. It was located on the west side of Acushnet avenue, north of South street, and had a heavy colonnade front. The subsequent owners were Captain William Blackmer and Hiram Kilburn. In recent years it has been moved to the line of Acushnet avenue.

George Tyson built the stone candle works building on the southeast corner of South and Second streets, in 1831. This factory was later owned and conducted by Oliver Crocker, Charles H. Leonard and George Delano.

Another well known and highly respected merchant who began his mercantile career at this date was Captain Cornelius Grinnell, whose early life had been spent on the sea. He was one of the incorporators of the Bedford Bank in 1803 and was connected with various other financial institutions. For a few years before 1798 he owned and occupied the brick house on Water street between Walnut and Madison streets. In 1811 he purchased the house built by Asa Russell on the northwest

corner of Acushnet avenue and Grinnell street and in recent years used as a boarding house. He was the father of Henry, Joseph and Moses H. Grinnell, all famous in the financial circles of New York and New Bedford. His estate was inventoried at \$75,000.

But the event of the most far-reaching consequence was the removal to New Bedford of William Rotch and his son William, and the allied families of Samuel Rodman and Thomas Hazard. The latter belonged on the west side of Narragansett Bay and married Anna, the sister of Samuel Rodman. He settled in New Bedford in 1792 and purchased the lot on the south side of Elm street, east of Bethel street. Here he built a house, still on the corner of Water street, and extended a wharf which bears his name. He engaged actively in whaling and accumulated a large fortune. He was the first president of the Bedford Bank and one of the six incorporators of the company that built the Fairhaven bridge. His daughter Elizabeth married Jacob Barker, the great New York merchant. Shortly after the War of 1812, Hazard removed to New York City.

William Rotch, father and son, and Samuel Rodman were eminently successful in the acquisition of property. They not only understood thoroughly the principles of finance, but comprehended, with the group of statesmen, all civil and political questions and they possessed in a high degree that peculiar interest in public utilities and improvements designated as "public spirit." This was their policy in Nantucket, and it continued in a marked extent in New Bedford. William Rotch settled permanently in this section in 1795, and at once built the large mansion on the northeast corner of Union and Second streets. At the next session of the General Court six men were incorporated to build the Fairhaven bridge, William Rotch, William Rotch, Jr., Thomas Rotch, Thomas Hazard, John Howland and Edward Pope. The latter was an able lawyer who resided on the north side of Union street, at the junction of Sixth street. When the Bedford Bank was organized, the first banking institution in the town, Thomas Hazard was president, and among its directors were John Howland, Isaac Howland, Jr., William Rotch, Jr., Cornelius Grinnell, Samuel Rodman and Edward Pope.

Shortly before 1800 William street, at first called Market street, was laid out as far west as Purchase street and between Second and Purchase was eighty feet wide, with the exception that in the middle, according to James B. Congdon, there should be built a market after the style in Philadelphia. But while a small market house was built, the project did not meet with public favor, and in 1821 a market and town house were built, the building being the central police station, and the surplus width on William street was voted back to Mr. Rotch. In exchange he gave to the town the land now occupied by the Central engine house.

New Bedford needed school houses and it was considered that as

there were two religious societies, one Quaker and one Congregational, it would be as well to have a school for the children of each. So William Rotch, Jr., bought a lot on the east side of Bethel street at the top of "Johnny Cake Hill" and built one which for years was known as the Friends' school house, and his father gave the lot on Purchase street and next north of the C. F. Wing building, where was built a school house. All the proprietors, except Mr. Rotch, were Presbyterians.

In all the movements in which Mr. Rotch engaged there is a singular absence of any participation by the Russells. There was a long controversy over a boundary line near Center street, but probably the antipathy consisted in the widely different methods and principles followed by the two families. So, in 1805, some of the merchants under the leadership of Abraham and Gilbert Russell formed the Aqueduct Association. Its object was to lead the water from springs that were located on the west side of Sixth street, near Walnut street, down to the water front to be utilized by vessels. Besides the Russells there were concerned in the project Isaac Howland, Jr., Joseph Ricketson, Gideon Howland, Jr., Uriah Brownell, Gideon Allen, Caleb Congdon, Charles Russell, Peter Barney, Francis Taber, William Howland, Caleb Shepard and Benjamin Howland. But not a Rotch or Rodman appears.

William Rotch, Sr., died in May, 1828, and the following December his house was opened as a hotel under the name of the Mansion House. Shortly before 1800 William Rotch, Jr., built a house on the southwest corner of William and Water streets. After his decease in 1850, his daughter, Mrs. James Arnold, gave it to the New Bedford Port Society. It was moved back to the west side of Bethel street and has since been used as a Mariners' Home. His last residence was the house on the east side of County street, between Madison and Cherry streets, owned after 1851 by Edward C. Jones.

When he first moved to New Bedford, Samuel Rodman owned and occupied the house on the southwest corner of Middle and Water streets. A few years later he built a large house on the northwest corner of Water and William streets which was enlarged by David A. Snell and used as a bakery. The stone building on the east side of Water street directly opposite was Samuel Rodman's candle works.

William Rotch, Jr., was the first president of the Institution for Savings, and he and Samuel Rodman were connected with numerous corporations. Both were reputed to be millionaires. Thomas and Joseph Rotch were sons of William Rotch, Jr. The property of Joseph Russell went to his sons, Abraham and Gilbert. The farm east of County street had been mostly sold in house lots. The sons divided the real estate and Abraham received that part north of Cherry street.

The two brothers differed widely in their capacity for business. Abraham seems to have been the victim of the same over-sanguine tem-

perament that led to the downfall of some of his cousins. Shortly after 1800 he built a three-story house on the west side of County street, exactly in line of Union street, and maintained a pretentious establishment. In 1814 he became involved financially and placed upon his real estate a mortgage of \$53,000 to the Bedford Bank. Five years later it was foreclosed and all was sold except his house and five acres adjoining. It was rather singular that the greater part of this farm was purchased by William Rotch and his associates. Some years ago, when Union street was extended west of County, Abraham Russell moved his house to the northwest corner of Orchard and Union streets and for over fifty years it was owned and occupied by Thomas D. Eliot and his family. It was taken down in 1904.

Gilbert Russell was a conservative and successful whaling merchant and yet his name seldom appeared among the managers of any local institution. Apparently he confined his attention to his private business. His first homestead was built by him on the southeast corner of Water and Center streets about 1790 and is still standing, having been used for stores and offices since his death. Before 1814 he built his second house on the west side of County street, at the head of Walnut street. In 1820 this was sold to William R. Rotch, who remodeled it, and in 1864 it was purchased by Sylvanus Thomas, and in 1868 by Mrs. Mary H. Abbie. The present owner is Edward S. Brown. When Gilbert Russell conveyed this he had built a third dwelling on the northwest corner of Russell and Sixth streets, where he died in 1829. This house was afterward owned and occupied by John H. W. Page, Esq., S. G. Morgan and in 1907 was owned by Daniel J. Sullivan.

At the date of his death Gilbert Russell owned considerable real estate which was divided between his son William T. Russell and his daughters, Lydia, wife of William W. Swain; Catherine, wife of Joseph R. Anthony; Susan, wife of Moses H. Grinnell, and Mary, wife of Cornelius Grinnell, Jr. His estate amounted to \$70,000, but some of his property had been distributed to his children before his death.

About 1800 there appeared in New Bedford several young men who later became financial leaders. John Avery Parker had a curious career. Born in Plympton, he attempted to settle in Westport in 1792, but with a number of others was ordered by the selectmen to depart from the town, as not being desired. He came to New Bedford and engaged in some sort of business, probably a grocery store, because in the year 1804 he had a license to sell liquor. In 1808 he advertised a meeting of his creditors which usually means financial embarrassment. In 1816 he was one of the directors of the Bedford Commercial bank. In 1833 he was the owner of the Parker block at the foot of Middle street; in 1825 he organized the Merchants' Bank, and he was its president until his death in 1854. His estate was valued at over \$1,200,000 and he was the

richest man in New Bedford in his time. His fortune was accumulated in the whaling business. His first associations seem to have been with the firm of Seth Russell & Sons.

His first house was built about 1804 on the southeast corner of Purchase street and Middle street. The Parker House was erected by him. In 1833 he built on the corner of County and Pearl streets the finest house ever erected in New Bedford and it was reputed to have cost \$125,000. He was a director in several financial corporations. He and his only son Frederick were in business under the name of John Avery Parker & Son.

Frederick Parker married a daughter of Hayden Coggeshall and for a time resided at the Coggeshall mansion on the west side of Acushnet avenue, between Cedar Grove and Sawyer streets. Later, in 1856, he purchased fourteen acres of land on the west side of Acushnet avenue, and on the north side of Davis street and built the elaborate home which in 1864 was purchased by Robert Earle and from the heirs of the latter by the Roman Catholics to be used as a residence of the priests of a church in that locality. The estate of Frederick Parker inventoried \$273,000, most of it inherited from his father.

George Howland came from Long Plain and started as clerk in the counting rooms of William Rotch. Being an apt pupil of unusual ability and of great personal confidence he soon started for himself. At thirty-five he was president of the Bedford bank, which position he held thirty-five years until his death. At one time he owned ten whale ships. He built the brick building on the south side of Union street, east of Front street, and owned the wharf to the east, the entire property now being owned by the Old Colony railroad. He was a director in numerous corporations and was rated as a millionaire. His taste never led him to build a great house. His only dwelling was a plain wooden structure which he built about 1811 on the northeast corner of Walnut and Seventh streets. At his death the business which he established went to his sons, George and Matthew. His principal business location was at the foot of North street on the north side. Here was a stone building where he carried on the manufacture of sperm oil products. Here was his wharf and here after him were the headquarters of his sons, George and Matthew, who succeeded him in business. According to the probate inventory his estate was valued at \$600,000.

James Arnold came to New Bedford from Rhode Island and began his career under the tutorship of William Rotch and married the daughter of William Rotch, Jr. At one time he was a member of the firm of William Rotch, Jr., & Company. Being a man of broad mind and sound financial judgment, such associations would result in his accumulating a large fortune. He was one of the most philanthropic men who resided in this section.

His first house was on the southwest corner of South Water and Madison streets and was built by Jonathan Howland. When the farm of Abraham Russell was sold in 1819 by the Bedford Bank, that portion west of County and south of Union street was purchased by William Rotch. It extended west to Rockdale avenue. That part lying north of Arnold street was sold to Mr. Arnold and that south to Cherry street and the line of the Swain school property was conveyed to William Rotch, Jr. Mr. Arnold built a brick house at the head of Spring street and improved the estate by groves, greenhouses and all sorts of horticulture. "Arnold Garden" was a famous point for sight-seers. When Mr. Arnold died he devised this estate to William J. Rotch. His estate was estimated at \$1,400,000.

The increase in population following the Revolution resulted in the building of two meeting houses. The Dartmouth monthly meeting of Friends built on the north side of Spring street, west of Sixth street, and first erected a wooden structure. Years after the present brick building took its place.

The parish including New Bedford had its meeting house at the head of the Acushnet on the hill east of the village. Dr. Samuel West was the minister. In 1795 some of the members residing in New Bedford purchased a lot of land on the northwest corner of Purchase and William streets, built a meeting house and arranged that Dr. West should also preach there. This was later incorporated and has continued since that date, although for many years Unitarian in creed.

During the period between the two wars with England domestic architecture progressed in a singular fashion. In Salem and in Bristol, Rhode Island, under somewhat similar conditions, all three localities enjoying great maritime prosperity, the wealthy men gave especial attention to construction of fine houses. Russell Warren designed several houses in Bristol and Samuel McIntyre in Salem, shortly after 1800, all of which are masterpieces. But in New Bedford there was no architect, and while there were three Dutch-cap houses like the Mansion House, Mariners' Home and the Gideon Howland house on the southwest corner of School and Water streets, there were scores of plain, substantial houses all of the same style. They were two-story double dwellings, with two large chimneys, one near each end. This located the front door in the middle of one side and provided a central hall.

The following houses of this type may be mentioned: On the north side of Union street, east of Water street, are two, built in 1792 by Benjamin Taber for his children. The Caleb Greene house on the northwest corner of Union and Sixth streets was built in 1784, and the Dr. Ebenezer Perry house, next west of Richmond's bakery and the New Bedford Theatre, about the same time. On the southeast corner of Union and Eighth streets is the Paul Howland house, built about 1812. On the

northwest corner of Acushnet avenue and Madison streets stands the house of Job Otis, built in 1807, and next north that of Francis Taber, built by Caleb Jenney. The house on the southwest corner of Sixth and Spring streets was built by Humphrey Russell in 1804, and since 1892 has been owned by Mrs. Olive P. Ward. The house of William H. Sherman, on the northeast corner of Fourth and School streets, built by Dudley Davenport, and the house of Charles Russell, on the southwest corner of High and Purchase streets, built in 1803, belonged to the same style before it was raised. High street was first called Charles from him.

Samuel Rodman's first house, on the southwest corner of Middle and Water streets, built in 1792 by Matthew Howland, was a fine illustration of the same design, and so was Thomas Hazard's a block north. In fact, they were in every part of the town and many are still standing unchanged.

They were the houses of New Bedford's wealthy men, studiously constructed on the same design. Apparently it was satisfactory that all good houses should be exactly alike, and the reason is not hard to discover. It was an expression of the dominant influence on the social, religious and business life of New Bedford of the Society of Friends, more general than has been supposed, and of such vitality and persistence that it can be observed at the present day when the visible appearance of the Quaker has disappeared. While Friends have claimed to strive only for plainness and to avoid ostentation, yet in their zeal to accomplish their purpose, they became technical observers of rigid uniformity in dress, speech, mode of living and style of house-building. At Nantucket one member was investigated by the meeting for some departure from the usual type of dwelling, and another for the same reason stoutly refused to visit his daughter in her new home. It was no hardship to them if their houses were all built on the same plan. Hence one good style answered for all. A skillful carpenter who could construct that style in a desirable manner was in demand, but there was no employment for an architect whose object was to secure variety.

During the period of activity which followed the War of 1812, while the style of house changed to another type, yet during the series of years there was clear evidence of the same force struggling to prevent the introduction of novelty and variety.

The public house was an important feature in every colonial village, particularly on the seaboard. Then liquor was as much an article of necessity in a grocery store as molasses, and in old-time advertisements both articles are mentioned together. This business, which is now treated with contempt and associated with vice, was in those days in the hands of men of character and standing, more like the modern drug-gists. It was therefore no discredit to a colonial trader or hotel man to deal in liquor. Captain Seth Pope, Richard Pierce, minister of the

church; Colonel Samuel Willis and his son, Colonel Ebenezer; John Wady and Samuel Sprague were licensed retailers. So was Seth Spooner, and he was representative to the General Court fifteen years, and Peleg Howland was town marshal.

On the east side of Water street, at the foot of Spring street, John Gerrish opened an inn during the year 1780 and continued it over thirty years. Then Barney Corey took it for ten years, and after him Thomas Cole conducted it for twenty years, under the Sign of the Swan.

The large building at the southeast corner of Union and Water streets was a hotel for over a half century. Joshua Crocker conducted it seven years before 1810, and then Barney Corey had it until 1816, when Henry Pinkham ran it from 1819 to 1823 under the Sign of the Golden Ball. Then Joseph B. Peabody called it the New Bedford Hotel for a year, and in 1824 it was conducted by Henry Cannon as the Washington Hotel.

On the southwest corner of Union and Fourth streets, before Ricketson block was built, there was a hotel kept by Nathaniel Nelson as early as 1807, and for thirty years after under the name of Eagle Hotel. In 1824 Barney Corey took the house on the west side of Water street, at the head of Commercial street, and kept it for several years.

The grocers that had licenses were quite numerous. John Proud's store was where the south end of Driscoll, Church & Hall's building now stands and he was town clerk of New Bedford for fifteen years. On the corner of Union and First streets Captain William Ross had a place where he had a general store. Samuel W. Heath's store was on the east side of Second street, south of Walnut street, where James E. Dwight now has a grocery.

On both sides of Union street, east of Water street, were several stores. Daniel Taber & Son were in the building occupied in recent years by Charles E. Ellis, and east of this was Caleb Congdon. On the south side, where is the store of John A. Wood, was Gamaliel Bryant, deacon of the Liberty Hall Church and representative; also his son-in-law, Simpson Hart, and in the same store Andrew Swain and Freeman Barrows. Jeremiah Mayhew's store was in the building now owned by Davis & Hatch Spice Co. On the corner of Front street was Uriah Brownell, the owner and proprietor of Brownell's Wharf.

On the east side of the river were numerous inns and groceries, particularly from the head of Acushnet north on the Boston stage line.

The War of 1812, being largely a naval contest, checked all business, although there is no evidence that New Bedford suffered to the extent of the damage in the previous conflict. Abraham Russell seems to have been the only person who lost his property by reason of the war. Yet naturally it required some years to recover the loss and reach the former activity.

In 1822 a local surveyor named John Pickens recorded that there were fifteen wharves and eight spermaceti manufacturers, but he neglects to name the proprietors. According to the valuable map prepared by Gilbert Russell in 1815, there were the same number of wharves, so in the meantime there had been no gain in that direction, but the town was emerging from the difficulties consequent upon the war, because in 1821 two insurance companies were incorporated, the Bedford Marine and Bedford Commercial. The persons forming the latter were: Gideon Howland, Jr., William Rotch, Cornelius Grinnell, Jr., and John Howland, Jr.

There then were two rope walks in the south part of the town. One was operated by the Rotches. This was on the north end of the cemetery on Griffin street and extended from the river west to Acushnet avenue and covered the south end of George L. Brownell's carriage factory. This enterprise was established by Joseph Rotch in 1772, burned by the British and rebuilt. It was discontinued before 1831.

The second factory was owned and operated by Daniel Butler and Abraham Allen. It was the same length as the other and was located seventy feet south of the line of Griffin street. It was discontinued about 1840.

Abraham Allen was the son of James Allen, who owned the Allen farm that lay on both sides of Allen street and who occupied the small house that has until recently stood opposite the Allen Street Methodist Episcopal Church. Abraham Allen lived on the southwest corner of Sixth and Bedford streets. Daniel Butler lived near the rope-walk on the northeast corner of Acushnet avenue and Griffin street.

The fortunes begun before the War of 1812 were greatly increased before the Civil War and others were accumulated. The whaling industry was peculiarly remunerative. Ship-building locally never produced any large fortunes, because a well built vessel might last a lifetime, but sails, spars and rigging required constant repair and renewal. Ships were owned by several individuals. The agent or managing owner generally had the largest share and he was frequently a grocer or a clothing dealer. Then the sailboat and spar-worker, cordage manufacturer and nautical men of every line owned a fraction and each was patronized in his particular business. One of the wealthiest men of the present century, Rodolphus Beetle, until a few years had a spar yard. A few years ago Richard Curtis, a rigger, startled even his friends by leaving an estate of \$185,000, and a few years later James D. Driggs, a ship blacksmith, left a snug fortune. Within two years John R. Shurtleff, a sail-maker, died leaving \$225,000.

Some of the wealthy owners like Mr. Howland, Jr., William W. Swain and George Howland, instead of engaging in these preliminary accessories preferred to have manufactories where the oil was refined

for the market or converted into candles. But in either way there was the opportunity for profit both in the private business and the returns from the voyage. This combined with the prudence and frugality that characterized the Quakers may account for the rapid accumulation of so many fortunes.

After the War of 1812 the first prominent financial event was the rechartering of the Bedford Commercial Bank in 1816. The principal men were William Rotch, Jr., Joseph Ricketson, James Howland, Gideon Howland, Jr., Oliver Crocker, Seth Russell, Jr., John Avery Parker, Cornelius Grinnell, George Howland, James Arnold, Thomas Nye and Samuel Rodman, Jr.

This bank and its successor, the Bank of Commerce, had a building on the west side of Water street that occupied the south part of the lot now covered by the new bank building that has been given to the Old Dartmouth Historical Society.

In the year 1825 New Bedford had recovered its activity, as evidenced by the organization of two banks. It is said that John Avery Parker became dissatisfied with the Bedford Bank and with Daniel R. Greene formed the Merchants' Bank. Its first board of directors were in addition William H. Allen, Abraham Barker, Joseph Bourne, Alfred Gibbs, Job Eddy, John Coggeshall, Jr., and Samuel Borden. It was organized in the William H. Allen block and there had its office until in 1831, with the Mechanics' Bank, it built the stone and brick block at the foot of William street.

The New Bedford Institution for Savings was incorporated the same year. Its first trustees were William Rotch, William C. Nye, Hayden Coggeshall, Abraham Sherman, Jr., Eli Haskel, John Howland, Jr., John Avery Parker, Thomas A. Greene, William P. Grinnell, Charles W. Morgan, Nathan Bates, Joseph Bourne, Samuel Rodman, Jr., Gideon Howland, and John Coggeshall, Jr.

On the north side of Union street, next to the corner of Water street, was the store of A. Sherman, Jr. In the room upstairs this bank was organized and there was its offices until 1832, when it purchased a strip of land between Rodman and Hamilton streets at the rear of the Merchants' and Mechanics' bank block, and erected a two-story brick building which was its headquarters until 1855, when it built the bank on the corner of William and Second streets. Its other brick building was later owned by Benjamin Lindsey, proprietor of "The Mercury" and then purchased by the Merchants' and Mechanics' banks.

In 1831, under the leadership of William R. Rodman and Thomas Mandell, the Mechanics' Bank was organized with the following directors: Pardon Tillinghast, Edmund Gardner, Andrew Robeson, Joseph R. Shiverick, George T. Baker, Dudley Davenport, and John Perkins. This corporation with the Merchants' Bank purchased the land at the

foot of William street and built the brick block, so that the Merchants' Bank owned the south half and the Mechanics' Bank the other.

The next year the Marine Bank was organized, it being the same institution as the First National Bank. Its first officers were: Joseph Grinnell, president; directors—William W. Swain, Joseph R. Anthony, Benjamin Russell, Joseph S. Tillinghast, Nathaniel S. Hathaway, Ephorium Kempton, and Stephen Alex. H. Campbell. Since it was established it has occupied the same building on the corner of Union and Second streets.

From 1825 New Bedford capital was combined in all sorts of corporations and for a city of its size there was more wealth than in any locality in the world.



## CHAPTER XXI.

### Old Buildings in New Bedford Described by the Late Henry Howland Crapo, Compiled About 1841.

On the northwest corner of Union and Sixth streets was a house owned and occupied by Caleb Greene, the most westerly one at the time, it being the present John Bailey house. Greene was an apothecary and occupied one of the stores in the building which was burnt on the corner of Union and Water streets, near the present shop of E. Thornton, Jr. He was the son-in-law of Joseph Russell, the first man in the place. His family averaged twenty-one persons.

A house owned and occupied by Humphrey Howland, situate next east of the last, and being the house now belonging to William Howland (2d) and his mother. He was the son of Isaac Howland, Sr., and the brother of the late Isaac Howland, Jr. He was a merchant, tended store occasionally, worked in the candle works some, etc. He was rich.

A brick house owned and occupied by Isaac Howland, Sr., standing next east of the last and where Cheapside block now is. He was a merchant, and had two sloops out whaling at the commencement of the war.

A house occupied by Richard Bentley, a Scotchman, being the present William Tobey house on the northwest corner of Union and Purchase streets. He owned a little schooner and followed coasting along shore.

A house owned and occupied by Stephen Potter, the husband of Lydia Potter, now living on Kempton street, stood next west of the last and directly opposite the Eagle Hotel. It was one story and very old at the time. This house was moved to Kempton street, No. 152, and called the Harper house. Potter was a journeyman blacksmith.

A house built by Elihu Gifford, father of the present Abraham Gifford, standing west of the preceding. Elihu Gifford sold it. Don't know who lived in it. It is the Jeremiah Mayhew house, now standing. The east part of the Masonic building stands on this site.

A house owned and occupied by Barney Russell, son of Joseph, standing on the northeast corner of Union and Purchase, occupying the present site of the Dr. Reed house. This is the house now owned by Edward Stetson, on Purchase street, having been moved there. Barney Russell was a merchant. He had three or four sloops whaling and several West India men.

A house owned and occupied by Joseph Rotch and now occupied by Hannah Case stood on the northwest corner of Union and Bethel streets. It was the first house he built after coming from Nantucket. He was the grandfather of the present William Rotch, Jr., and died in this house.



"JOHNNY CAKE HILL" HOUSE AT CORNER IS OLDEST IN NEW BEDFORD.



Before moving here he examined the depth of water in the harbor, etc. He was a shoemaker by trade, but never carried it on here. After the village was burnt he moved to Nantucket, but returned again at the close of the war.

A house occupied by Avery Parker as a public house on the north-east corner of Bethel and Union streets, being the same in which Snell's fruit shop now is. He was the grandfather of the present Elisha Parker, was a housewright by trade and kept a public house in this building during the war.

A two-story store standing on the four corners where Allen Kelly now keeps. It was occupied as a variety store—groceries, dry goods, etc., and was owned by Seth Russell, Sr. It was the same building recently standing on Whittemore lot, near his soap works, and now moved south. (The Russell store stood on the northwest corner of Water and Union streets).

A long store one and one-half stories high, fronting west and occupied by Joseph Russell, son of Caleb, Sr., who subsequently moved to Boston. He was the half-brother of Caleb, Jr. (Caleb, Sr., was the father of the present Reuben). The south part of this building was occupied by Joseph Russell, as aforesaid, as a grocery store, including rum, etc. The north part by Caleb Greene as an apothecary shop. The part next south of the last by Charles Church, shoemaker. (This building stood on the northeast corner of Water and Union streets, and was burnt by the British).

A gambrel-roofed house, standing where the William Russell paint shop now stands on the northwest corner of Union and Orange (afterwards Front) streets, owned and occupied by Benjamin Taber, Sr. (the father of Benjamin Taber, Jr., who removed from Acushnet to Illinois). Taber was a boat builder and pump and block maker, and his shop stood in the rear, or to the north of this house. The latter was burnt by the British.

The present dwelling house on the southwest corner of Fifth and Union streets was built and occupied by John Williams, a saddle and harness maker. His shop was adjoining the house on the west.

The house now occupied by Elisha W. Kempton, called the West house (next west of Ricketson's block), was built and occupied by Gamaliel Bryant, Sr., grandfather of the present Frederick. He was a housewright. He sold the house afterwards to Captain Elisha West, who moved here from Holmes' Hole.

A house, being a part of the present Eagle Hotel, built by Elihu Gifford, who occupied it at his time, but afterwards sold it to Isaac Howland, Jr. Gifford was a house carpenter by trade, but worked at anything. (Eagle Hotel was on southwest corner of Union and Fourth streets).

The one-story house now standing on southeast corner of Union and Fourth streets, and east of the Eagle Hotel, owned and occupied by John Atkins, until his death. He was a cooper by trade, but did not carry it on since I can remember. He followed the seas. He was the son-in-law of Caleb Russell, Sr., and the husband of Peace Akins, whom Gilbert attempted to carry from Joseph Russell's, etc.

The house now standing on the southwest corner of Union and Third streets, the basement being now occupied by Noah Clark as a grocery, was occupied and owned by Daniel Ricketson, father of the present Joseph. He was a cooper by trade, and married the eldest daughter of Joseph Russell.

A house on the southeast corner of Union and Third streets, where Barrows's store now stands, owned and occupied by William Tallman, father of the present William. He was a merchant tailor, and his shop was at the corner of Orange and Centre streets. He owned a farm up north, etc. This house is the west part of the present Calvin B. Brooks house (on southwest corner of Walnut and Water streets).

A long block of shops, one story high, opposite the Mansion House, and extending eastward along the south side of Union street to First street. They were occupied as a barber's shop, tailor's shop, shoemaker's shop, etc. The whole block was burnt by the British.

The house on the southwest corner of Union and South Water streets, being the Martha Hussey building, was owned and occupied by Elnathan Samson, who was a blacksmith. His shop stood at the west of the house.

A house (now occupied by Robert Taber as a tavern) standing on the southeast corner of Union and South Water streets, built, owned and occupied by Simeon Nash (father of the present Thomas and Simeon), who was a housewright.

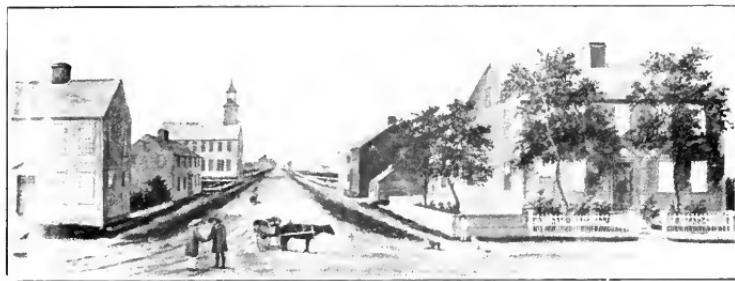
A house on the edge of the bank, standing about where Bates & Haskins paint shop is, owned and occupied by William Myricks, who died in it. He was a cooper and the brother of Benjamin, who was drowned in getting up cannon opposite Crow Island. They have left no posterity. (It stood on the south side of Union, about 50 feet west of Front).

A house on Third street (the Philips house, corner of Third and Market square), one story high, built and occupied by Ishmael Tripp, a cooper, and the grandfather of the present Ishmael. It has recently been raised up two stories and repaired.

A house in front of the present dwelling house of William Bliss, on Third street, standing within the present lines of Third street. This house was owned by Joseph Rotch, and occupied by Thomas Miles, who was a rope-maker and worked for said Rotch in his rope-walk, the west end of which was near this house. Miles came from Boston. The house



CORNER OF WATER AND WILLIAMS STREETS IN 1805  
Cart at Corner of Front and Hamilton Streets. Hill in Front is Birrell Point, now Hamilton and Centre Streets.



CORNER OF UNION AND PURCHASE STREETS IN 1820  
Street Through Centre is Purchase



CORNER OF UNION AND PURCHASE STREETS IN 1918



was burnt by the British. William Bliss built the smaller house on the west side of Acushnet avenue, the third south of the corner of Russell street.

A house standing on the site of the old market, owned and occupied by Joseph Austin, a hatter, whose shop stood on First street, near Union. This shop was subsequently bought by William Bliss and formed a part of his present dwelling house. The old market was the Central police station of 1908.

The house was moved south to the John Coggeshall lot and is the same that was recently occupied by Alfred Kendrick, being No. 23 South Second street.

A house built and occupied by Silas Sweet, a blacksmith, being the "George Dunham house," and now occupied by George W. Sherman. Sweet sold out and moved to the State of New York.

A house built and occupied by James Davis until his death. He was a tanner and currier. This house stood on the east side of South Second street, opposite the Market; had a gambrel roof and is now owned by Bethuel Penniman. (Next south of southeast corner of Union and Second streets).

A handsome two-story house, built, owned and occupied by William Claggon, master mariner, standing on the west side of Water street, and a little north of the Cory tavern. This house was burnt by the British, and stood at the head of Commercial street, next north of the brick house.

A house standing obliquely with Water street, on the west side thereof, at the head of Commercial street and partly upon the present site of the Cory tavern and partly upon that of the Hill house, two story in front and one in rear. This house was built and occupied by John Louden, formerly of Pembroke. He was a ship carpenter, and carried on ship-building here. His ship-yard was on the east side of Water street, northeast from (now) Cole's stable and tavern and between Water street and the present Commercial and Steamboat wharves. Louden kept a public house here at the time. This house was burnt by the British. Louden moved back to Pembroke soon after the war.

A house built and occupied by David Shepherd, a cooper, standing on South Water street, at the northwest corner of School street, now standing and known by the name of the "Shepherd House." He carried on more business (coopering) than any other person here.

The present Gideon Howland house, three stories high, standing on the hill, southwest corner of South Water and School streets. This house was occupied by Thomas Hathaway, who built it. He was a boat-builder subsequently to the landing of the British; moved up to the house now called the "Nash Home." Immediately after the landing of the British it was let by Mr. Hathaway to one Job Anthony for a rendezvous.

The officers of the sloop "Providence" and other armed vessels, quartered in a part of this house when in port. The Howland house was built about 1795, after Thomas Hathaway had sold the house that he had erected.

The house built and occupied by John Howland, the father of the late Resolved Howland, by his first wife, the daughter of David Smith, of Dartmouth, and of John and James Howland by his second wife, the daughter of David Shepherd. He was both a merchant and mariner. This is the house now occupied by Reliance Howland, No. 45 South Water street (and stood on the west side of Water, next south of the corner of School).

The Fitch house, so called, now standing at the southwest corner of Water and Walnut streets. This house was built by Joseph Rotch for Griffin Barney, Sr., who occupied it at the time the British troops landed, etc. Griffin Barney, Jr., (the late Griffin Barney) was not married at the time and lived here with his father. The elder Griffin was boss of the rope-walks owned by Joseph Rotch (being the only ones then in the place), which were burned, and carried on business in the same.

The brick house now standing on South Water street, between Walnut and Madison streets. This house was built and occupied by Charles Hudson, a mason, who moved afterwards to Newport, Rhode Island. He built the house himself.

The James Allen house (James Allen was a tailor), so called, standing next south of the last. Don't know who built this house (Moses Grinnell, 1778); it is very old. It was occupied by Wally Adams, the father of the present Thomas. Adams did not own it; he occupied it as a boarding house. Don't know his occupation.

The "William Russell house," near the foot of School street, built by William Russell, Sr., who always lived in it. He was a cooper and carried on the business a while.

A house built and occupied by John Gerrish as a public house, standing where Cole's tavern now stands. This was burnt by the British. After the war Gerrish built the present house on the same cellar. He was a pump and block maker. This house stood on east side of Water street at the foot of Spring.

A small gambrel-roofed house, built and occupied by John Chaffy, standing on the lot next north of the John Howland house, and on the lot afterwards owned by Alex Howard. Chaffy was a refiner of oil in the candle works, and the first man here at that business. He stole the art from an Englishman. He worked in the candle house belonging to Joseph Russell, on Centre street, whilst he was in company with Isaac Howland. This was all the candle house at the time. A short time before the British burnt, Russell & Howland had some difficulty and dissolved, Russell occupying the old works on Centre street and How-

land building, etc. After the fire Chaffy was a constable. This house stood on the northeast corner of South Water and Commercial streets.

A long building, one and a half stories high, standing on the site of the present yellow store, Commercial Wharf. The west end of this was occupied as a distillery (to make New England rum of molasses, etc.) by Isaac Howland, Sr. The east end was occupied by Howland as a candle works. This building was erected by Isaac Howland after the dissolution of co-partnership between him and Joseph Russell and was the second candle house in town, etc. This building was burnt by the British together with a large quantity of New England rum. Russell being a Quaker was opposed to distilleries. The stone block on north side of Commercial street is on the above site.

The house next north of Hannah Case's and now occupied by Walter Chapman was built and occupied by Charles Church, who was drowned near Crow Island, say 30 years of age. He was a shoemaker. The Case house stood on the northwest corner of Union and Bethel.

The house next north of the last and now occupied by the Rev. Mr. Mudge. It was built and occupied by Colonel Edward Pope, the collector, who subsequently sold it to William Hayden.

A small gambrel-roofed house standing upon the present site of the Bethel. It was built by Tim Ingraham (grandfather of the present Robert), who commanded the fort. His son, Timothy, the father of Robert, was a barber and his shop was in the long string of buildings or stores on the south side of Union street, between Second and First streets. This house was subsequently pulled down.

The house where Prescott's office now is—North Water street—was built by Seth Russell, Sr., and was occupied by Widow Doubleday, as already stated. Mr. Russell lived in this house before the war. Upon the commencement of the war he moved up to his farm, now owned by Timothy G. Coffin. This house was set on fire three different times by the British soldiers, which was as often extinguished in their presence by the heroic Mrs. D. Upon. Being asked by them if she was not afraid thus to oppose them, she fearlessly replied that she "Never saw a man she was afraid of." This boldness so pleased the soldiers that they desisted from any further attempt to fire the house, which was accordingly saved, together with a large amount of goods then stored in the cellar (liquors). At this date Judge Prescott's office was on the west side of North Water street, next to the corner of Union.

A house standing next north of the last and separate from it by an alley. This house was one story and very old at the time. Don't know who built it. It was occupied during the war by John Shearman, father of the present Thurston Shearman. It was a long house with the end to the street and its front to the aforesaid alley or court. John Shearman was a blacksmith. The house was called "the old Seth Russell house."

A house next north of the last standing where the south part of the William H. Allen brick block now stands. It was built by Daniel Smith, who owned and occupied it. He was a tailor and had a small shop on the north side of "Main street," near where Nathaniel Roger's barber shop now is. This shop was not noted among the buildings on Union street. It was subsequently pulled down.

A house next north of the last occupying the site of the northerly part of the said William H. Allen brick block. It was built by Abraham Smith, who owned and occupied it. He was a blacksmith and his shop was on the north side of Centre street, a few rods east of Water street. He was the son of Jonathan Smith, living at the "north end" at this time.

A one-story, gambrel-roofed house standing at the north end of the present Commercial Bank, on the hill. It was built, owned and occupied by Joseph Rotch, who came from the Vineyard. He was a master mariner and was called "Captain Joseph Rotch." Burnt by British.

A large house, two and a half or three stories high, standing on the same cellar as the house recently occupied and now owned by William Rotch, Jr. It was built and owned by Joseph Rotch, the first settler. He lived in it after he left his old home, where Harriet Case now lives, as already stated; but at the time of the British landing he resided, Mr. Gilbert thinks, at Nantucket. The house at this time was occupied by Joseph Austin, a hatter, who carried on the hatting business in a shop on Union street, which now forms a part of William Bliss' house, on Third street. The Rotch house stood on the southwest corner of Water and William streets. It is now the Mariners' Home on Bethel street, presented to the Port Society by Mrs. James Arnold, daughter of William Rotch, Jr., in 1851, and moved to its present location.

A house standing on North Water street, on the north side of the lot occupied by the late Samuel Rodman, and near the edge of the bank between this lot and the present Benjamin Rodman lot. It was built by James Smith, who occupied it, and was pulled down some 20 years since. Mr. Smith was a cooper and "carried on the business." Some say this is the "oldest house, etc.,," but Gilbert says the Loudon house is the oldest. James B. Congdon says this house was built by his grandfather, Benjamin Taber, etc. The Rodman house stood on the northwest corner of Water and William streets.

A large wooden, one-story building standing partly where Mark B. Palmer's shop now is, and thence extending easterly to the "Horton Bake House." This was built by Joseph Russell and occupied as a candle house by him and Isaac Howland, who were in company during the commencement of the war. But having some little difficulty they dissolved, upon which Isaac built the other, which he had occupied as a distillery and candle works but a short time when it was burnt by the British, as before stated. This was the first candle works in town, and

was occupied by Joseph Russell after the dissolution of co-partnership. It was located on the south side of Centre street, half way between Water and Front.

A cooper's shop stood at the southeast corner of the last and belonged to Joseph Russell.

A boat builder's shop standing upon the present site of the store now occupied by Daniel Perry, extending from the house on the corner north-erly to where Joseph Taber's shop now stands. It was a long building set in the bank two stories in front and one in rear. The first story was occupied as a pump and block maker's shop and the second story as a boat-builder's shop, which was long enough to set up three boats in a string. The whole was carried on by Benjamin Taber, Sr., who lived in the house adjoining on the corner, where the paint shop now stands. It was located on the west side of Front, next north of the corner of Union. Front street was originally named Orange. Joseph Taber's shop is the stone building on the west side of Front street at the corner of Rose alley.

A two-story wooden store standing on the present corner of Orange and Centre streets, and where the William Tallman brick store now is. It was built by William Tallman, Sr., and occupied by him as a grocery store in the first story, and as a merchant tailor's store in the second story.

A store standing east of the last and where Orange street now runs, built and occupied by Joseph Russell. The front was two stories and the rear one. It stood into the bank of rock. The first story was occupied as a grocery and the second as a dry goods store, and the whole was carried on by his son Gilbert. This was burnt; goods principally saved. Some powder having been left, it blew up with a great report. No one hurt.

The "Try Works," a building one story high, a sort of shed, etc., stood in front of the Joseph Russell house and nearly at the intersection of the present Orange and Centre streets, leaving a passway between it and the last. This belonged to Joseph Russell and was used for trying out blubber, which was "brought in" in scuttled hogsheads in small vessels. Russell was the only person who carried on the whaling business before the war. Think Russell had no vessel south of the gulf stream before the war. Try works burnt by British.

The Joseph Rotch store stood somewhere, Mr. Gilbert thinks, near the east end of the present Andrew Robeson's candle works, but he cannot say exactly where. Joseph Rotch owned several vessels. Store burnt by the British. The Robeson candle works was the stone building on east side of Water street, corner of Rodman street.

The present Silas Kempton house at southwest corner of North

Second and Elm streets. It then stood in the pasture or meadow. It was built and occupied by his father, Manassah Kempton, who was a shipwright.

A house standing on the present High street, and a little to the west of the late Benjamin Kempton house at the corner of High and North Second street. This was an old one-story house and was built by Benjamin Kempton, Sr., father of the late Benjamin Kempton. He was a caulkier. This was one of the Asa Smith buildings of Ark memory; that is, it was moved east of William Ellis's house and burnt with the Ark. The Ark was the merchant brig, "Indian Chief."

House owned, occupied and built by Benjamin Butler standing on the east side of Clark's Neck. Only house on the point. Same house which Judah Butler now lives in, and Benjamin was the father of Judah and he was a cooper. (Standing on the south side of Butler street, now East French avenue).

A house standing at the present foot of Mill street, on Ray street, east side, two-story house. Built by George East, who occupied it at that time and until his death. He was a mason and came from Rhode Island. Ray street is now Acushnet avenue.

House standing where Third street now runs, immediately in front of the house where William Bliss now lives (the third house on the west side of Acushnet avenue south of Russell street). It was two stories and stood near the rope walk which occupied what is now Morgan's Lane. The house in which Mr. Bliss now lives, or a part of it, was a hatter's shop and stood near the "four corners." This was first moved on the cellar of the above house, but subsequently, on the laying out of Third street, moved back to its present site. In this shop John Coggeshall, Caleb Congdon and Cornelius Grinnell learned the hatter's trade. The shingles on the north end of this house were put on before the Revolution.

The long one-story house built, owned and occupied until he died by Jonathan Smith stood next south of the present Amos Simmons store on North Second street (this stood near North street). He was the grandfather of Asa Smith. He was a blacksmith and his shop stood south of his house and where Jacob Parker now lives. This house was moved up to Nigger Town and is now cut in two and makes the two William Reed houses west of Dudley's. (This was Chepachet).

The two-story house corner of North Second and North street now occupied by Amos Simmons. This was built, owned and occupied by Jonathan Russell, a cooper, who carried on coopering in the cellar. He was the brother of old William Russell. They came from Nantucket. (House now standing on northeast corner).

A one-story house built by George Glaggon, a shipwright, standing right east of the last house, fronting to the west. It is a part of the pres-

ent house now standing there (the southwest part), now belonging to Andrew Robeson. This gentleman was a colonel in the Revolutionary Continental army. After the war he was employed as head boss of the yard to build the frigate "Constitution," and for that purpose moved his whole family to Boston. He subsequently moved back again and after moved to Rehoboth. Peter Lewis's wife of this town was his daughter. Building the "Constitution" spoilt him.

A house now belonging to and occupied by Susan Maxfield, standing on the northwest corner of North Second and North streets. It was built by Patrick Maxfield, the son of Timothy Maxfield, Sr., who lived in Dartmouth. Patrick was a master mariner and uncle of the present Humphrey Maxfield. He has no posterity.

A house on southwest corner of North Second and Maxfield streets, the present Humphrey Maxfield house. It was built by Zadoc Maxfield, who owned and occupied it. He was a cooper and worked in under part of it, where his son did. Humphrey was his youngest son.

A one-story house on southwest corner of Ray and North streets now owned and occupied by James Bates. This was built, owned and occupied by Jabez Hammond, Sr. He was a cooper and worked in cellar or basement part of it. He was father to John Gilbert's wife and came from Mattapoisett. Old John Chace's wife was this man's sister, making John Gilbert's wife own cousin to my grandmother.

A one-story house on the west side of Ray street, now standing and occupied by Asa Dillingham (on the northwest corner of Ray and Maxfield). Don't know who built it. James Chandler owned and occupied it. He was an Englishman. He was the grandfather of Thomas R. Chandler, who lived with William Rotch. He was a shoemaker and worked in basement. He was a soldier during the war.

A small house now standing on Ray street and next north of the last. It was built, owned and occupied by Thomas West, a very old man at the time and did not work. Think he was the grandfather of John P. West.

A small one-story house standing west of the last (being the house on Purchase street below the bank). It was built by Simeon Price, Sr., father of the present Simeon. He lived in it and owned it. He was a cooper, I think. (Demolished this winter; stood on site of new rink).

A two-story house in front and one-story in rear on southeast corner of County and Cove streets, fronting south and standing on the same cellar as the present Cove House. Was built by Benjamin Allen, grandfather of the present Humphrey Allen. He was a farmer. This house was afterwards pulled down.

The present Timothy Akin's house. This was built, owned and occupied by Caleb Russell, Jr., the father of Reuben. He was a cooper,

but followed farming during the war. (It stood on northwest corner County and Rockland streets).

The house west of the Seth Russell new house and now occupied by Ichabod Coggeshall was built, occupied and owned by old Caleb Russell. He was a farmer. (It was on the northwest corner of County and Washington streets).

A house on the corner of County and Allen, the present Ezekiel Tripp house. This was built, owned and occupied by James Allen, a farmer called "Lazy Jim," father of Abram and John. (It was opposite the Methodist church).

A small shop standing on the corner of South Second and Union streets, where William Tallman's house now is. It was a dry goods store and occupied by them. Gilbert thinks it not here till after the fire. This shop formerly stood at the Tallman farm, was moved down here and afterwards moved back to the farm, and thence moved to east side of Ray street, where the dye establishment now is, and was then torn down and burnt up.

A house standing on west side of County street and near the present residence of Joseph Grinnell. It was two stories and was built and owned by Jonathan Smith, who lived on North Second street, as above stated. Don't know who lived in it. (This was at the head of Russell street).

An old house standing near where William R. Rotch's house now is, two stories in front and one in rear, fronting south. John Akins occupied it. He was a cooper, but followed the seas—master. The house belonged to Joseph Russell and was built by his father, whose name, I think, was Joseph, and who was not living during the war. This was his homestead, one of the very oldest houses here. (This stood on west side of County street at head of Walnut street).

The house of Joseph Russell stood southeast of Charles W. Morgan's on the corner of County and Morgan streets, and is now owned by William Read, who moved it, as before stated. It was built by Colonel Samuel Willis, a colonel in the French war, who was the father of Ebenezer, who lived by John A. Parker's present house. The son Ebenezer was a major in the militia in the first of the war. He was uncle to Pamelia Willis, now living, who was the daughter of Jireh Willis.

The Russell house was the headquarters of all gentlemen and troops during the war. There was no other suitable house for gentlemen to put up at. There were in the place three taverns, but they were rough places.

A house near Kempton's corner, on west side of County street, now occupied by Sylvia Hill, sister of Obed Kempton and married Captain Benjamin Hill, Sr. This house was built, occupied and owned by Ephraim Kempton, father of said Sylvia, who died in it. He was a ship-

wright and a caulk. The house was two stories in front and one in the rear (and stood on northwest corner of Kempton street).

A house standing on the west side of County street and a little north of the David Kempton house, at the head of North street, two stories in front and one in rear. Ephraim Kempton (2d) owned it and lived in it. He was a farmer. Don't know the connection between him and Ephraim Kempton, Sr. He was the father of the present Ephraim Kempton.

A house standing on Walden street, two stories in the front, west side stuccoed (think John Burgess lives in it). It was built by Colonel Thomas Kempton, in the Revolutionary army. He occupied it till his death. He served through the war. He was brother to Ephraim Kempton (2d).

An old house standing a little west of where John Avery Parker's house now stands; large two-story house. It was built by Ebenezer Willis, Sr., the colonel in the French war, and his son Ebenezer occupied it, and kept a public house in it. Probate courts were held in it. It was burnt during the war, but not by the English. It took fire from an old woman's pipe, a coal falling into some flax. A house was afterwards built by Ebenezer, Jr., on the same spot, which was recently moved onto Purchase street. Ebenezer, Sr. and Jr., were both farmers. Ebenezer, Jr., was a major in the militia in the first part of the war. Think this was the only fire before Abram Russell's.

(Note—There is an error in this account. The first house was built by Colonel Samuel Willis, who died in 1765 and left the north third part of his farm between Franklin and Linden streets to his son Jireh, as suggested in the next paragraph, and the remainder to his son, Major Ebenezer Willis. Neither had any sons).

A house standing at the crotch of the County road and Perry's Neck road and north of Robeson's new house, called the old Willis house. It was occupied by Jireh Willis, a lawyer, and I think the only lawyer in the place. It was entailed, etc., said Jireh owning a life estate. Think it was built by his father, Ebenezer Willis, Sr. (His father was Samuel and the house was on the northwest corner of County and Robeson street. Robeson's house was the stone dwelling owned later by Dr. H. M. Dexter).

The Benjamin Rodman farm house on Purchase street, built, owned and occupied by Samuel West, father of Stephen West, the poundkeeper. He was a farmer. It stood near the southwest corner of Purchase and Weld streets.

## CHAPTER XXII.

### Gossip of the High and Far-Off Times.

New Bedford is particularly fortunate in the preservation of elaborate records, not only of historical incidents, but of little events, and several very interesting manuscripts relating to the personal characteristics of the men and women who were conspicuous in the far-off days are preserved. William Logan Fisher, who married a daughter of the late Samuel Rodman, wrote out his reminiscences in the latter years of his life and the manuscript is still preserved.

Among other things one may learn from it that the local institution known as "the 9 o'clock bell," which is preserved on the theory that it was dear to our ancestors, never met universal approbation. Alluding to the laying of the cornerstone of the library, he says in a paper dated December 20, 1856: "The bell of the old Congregational meeting house, a part of which has been deposited in the cornerstone, was an affair of subscription. It was regularly rung at 9 o'clock, to the disturbance of many at evening parties, and in the morning awakened many a lazy man from the slumbers. The largest subscriber to this bell was a colored man. I knew him well and believe his name was Aaron Child."

Writing of New Bedford people in 1795, Mr. Fisher said:

At that period Joseph Ricketson kept a retail store at the northeast corner of what was then known as the "Four Corners." His first wife, the daughter of James Howland, was esteemed the handsomest woman in New Bedford. She was the sister of Betsey Howland, who was married to William Tallman. Taking advantage of the absence of their parents at meeting, they had the marriage ceremony performed to suit themselves.

The northwest corner of the "Four Corners" was owned by Seth Russell & Sons and occupied by Preserved Fish, after an eminent merchant in New York, and Joseph Maxwell, under the firm name of Fish & Maxwell. Fish was at that time master of a small vessel named "Trial," belonging at Oxford, generally called Poverty Point. The Social Library was established in the next building north, upstairs. The residence of Charles Russell was next door.

George Howland, father of George Howland, Jr., at one time mayor, was wellnigh being cut off in his youth. He was determined to try his fortune in foreign adventure. His clothing was packed up for the voyage and placed on board the brig "Eliza," Josiah Kempton, master, then bound to Spain. Seemingly accidental circumstances, and perhaps bitter reflection, prevented his embarking. This vessel went to sea and was never heard from.

At this period the only road out of the village was the main street, thence up to the country road, turning to the north or south, as occasion might require. The writer (Mr. Fisher) was the first person who trav-

elled with a horse on Purchase street, now the main thoroughfare. There was a footpath, and by throwing down a few stones and jumping his horse the feat was accomplished, to the annoyance of those who did not like to have their stonewalls disturbed.

In 1798 there was but one four-wheeled pleasure carriage in the town, and but few chaises. I witnessed the putting on of the first pair of suspenders that were ever used in the town as a part of male attire, in reference to which a valuable old Friend remarked that he hoped he would always have hips to keep up his breeches. Yet eventually this Friend adopted the use of them himself.

Mr. Fisher writes at length of the literary quality of the citizens of one hundred years ago, but says one of the early ministers of the Congregational Society pained him by asking him whether he believed there ever was a person who would not prefer first seeing the new moon over the right shoulder. And a Quaker of some pretension of the time when Bonaparte's name was in every mind, seriously asked a company in Joseph Ricketson's store whether Bonaparte was an island or mainland. Thereafter he was generally called Bonaparte. William S. Wall and Mary Rotch were the individuals best informed and most prominent in the literary life of the day.

The only physician in the town was Ebenezer Perry. In 1795 his charge was sixpence a visit and this may have accounted for the fact that no competitors arose to share his practice. An English woman, who was visiting here, was so astounded at the meagre charge that she requested she might be furnished with particulars for exhibition in England. Thereafter Dr. Perry raised his fee to a shilling. Mr. Fisher says there was deficiency in surgery and he recalls that John Howland accidentally put his shoulder out of joint and "was nearly pulled to pieces in the attempt to replace it, and finally had to wait several days until Sweet, the natural bone-setter, was brought from Narragansett, when by the aid of a lever under his arm-pit, it was immediately replaced." Mr. Howland, it should be said for the benefit of Dr. Perry's memory, was not originally attended by the latter physician.

Mr. Fisher also set up the claim that the first inflammable gas for burning, made north of Mason and Dixon's line, was made in New Bedford by William Sawyer Hall and himself. "An Englishman," he writes, "of whom we knew something, Benjamin Henfrey, had made the experiment in Baltimore, and having retorts, we made the gas with complete success. The retorts were broken by the dryness of the materials, however, and the extreme heat, but we preserved them as trophies for a long time. Thus the place that provided the most oil was the first in New England to manufacture the gas that was destined to supersede it."

Mr. Fisher says the real mechanical genius of the day was David Grieves, who experimented for a long time, under the patronage of Wil-

liam Rotch, Jr., in the attempt to spin hemp and flax by machinery. He was so disappointed at failure that his mind seems to have been affected. He wore a waistcoat of his own invention. It was alike inside and out, with rows of buttons within and without. Grieves held the theory that it would be perpetually clean—that when the outside became dirty by turning it inside out it would eventually wear clean on his shirt. Another of his conceits was to propel a boat upward by the downward current, and this experiment he proposed to try on the Mississippi.

Many distinguished men were our visitors a hundred years ago, who expressed much pleasure at the simple hospitality with which they were received. Among them was John de Marsillac from Languedoc, who read the petition from William Rotch to the national assembly of France, in reply to which Mirabeau, the president of the French national assembly, made a beautiful apostrophe to the Quakers.

"I was present," writes Fisher, "when he alighted from the stage at William Rotch's door, and remember the earnest kisses which he bestowed upon the cheeks of the venerable man. There was General Lincoln, of Revolutionary memory, who received the sword of Cornwallis and led him out as his prisoner at Yorktown. There was Count Rochambeau Liancourt, Peter Grant of Italy and many others. General Lincoln, speaking of the Quakers, said to one of the Friends: 'The more I have seen of you, the more I like you. You may have this satisfaction, that we are coming nearer to you. Our pastor died after forty years' service and we were at loss to know whom to appoint, but we finally elected one who could read the Scriptures in his mother tongue.' The Friend replied that that was little and that godly women were barred from speaking in his meeting, whereupon General Lincoln agreed that if he had heard the gospel well preached it was by Mrs. Wilson, a Friend."

On account of the Quaker tendencies, Mr. Fisher points out that the legal profession was closed to the young men, since it was believed it often attempted to make right wrong and *vice versa*. The clerical profession was likewise closed because of the objection to a paid ministry. All ostentation was frowned upon. There was but one man in the village whose wealth was estimated at over \$100,000, and that was William Rotch, the elder. Next in order of wealth were William Rotch, Jr., his son, and Samuel Rodman, his son-in-law.

"Samuel Rodman's estimate I saw, made out by himself," writes Mr. Fisher. "It was below \$100,000, and as I kept my master's (William Rotch, Jr.'s) books at this period, I could not be ignorant of his fortune. After these came the various members of the Russell and Howland families, the Sheppards, the Hathaways and others, as a class, all independents and well off. After his father's death, Abraham Russell was sometimes sportively called Rex. If belonging to one of the oldest families, living in the largest house, driving the finest horses, and owning the most

real estate, entitled him to be king, then the name was properly bestowed. About the year 1807 his barn was burned and his fine horses and carriages were lost.

John Howland, the elder, probably had the most ready money, yet he was apt to complain of his poverty, till going one day to a niche in his chimney he found a bag of dollars that he had almost forgotten. His surprise was so great that he could not help telling it. It was in vain that he pleaded poverty after this, because the conclusion was natural that a man who could lose a large bag of dollars without missing it could only be a very rich man.

"Abraham Smith had the largest flock of children in the town. I think there were sixteen or eighteen of them living at one time. The handsomest children at the end of the last century were those of John Proud, for a long time town clerk, and Samuel Rodman." This was a gallant record, since Mr. Fisher married one of Mr. Rodman's daughters.

At this period the village of New Bedford contained about two thousand inhabitants. "There was a good deal of drunkenness among the sailors and some cases of pauperism and crime. There were no more than a dozen carpets in the place. The floors were generally painted and there were painted oil cloths. The men wore breeches, universally and without boots, except in cases of heavy snow, the most uncomfortable dress that was ever invented. Pantaloons were the invention of the French revolution. To have worn them in New Bedford would have been wicked, as it would have seemed to favor the French philosophers who were believed to be atheists.

"In the year 1801 my mistress, Elizabeth Rotch, imported a pair of silver teapots. I think they were the first in New Bedford." Mr. Fisher notes that in 1799, on the last night of the year, a company of young people met to celebrate the coming in of the new century and believed they had accomplished it. A few days later Mr. Fisher says they were informed that the century would not close for another year. Mr. Fisher then goes over the arguments made familiar at the beginning of the twentieth century. Mr. Fisher concluded: "This subject will probably rest quietly until the end of the present century, when it is likely the same reasoning will lead to the same uncertain conclusions."

Which stamps Mr. Fisher a prophet.

Dr. Waterhouse of Boston, a friend of the Rotches and Rodmans, sent vaccine matter here, and New Bedford was the second place in which inoculation for smallpox was attempted. There was some mistake in preparation and a cutaneous disease resulted, which Mr. Fisher avers was providentially cured by an Indian physic. There were some Indian wigwams here in 1800—one near Clark's Cove, occupied by a woman named Sarah Obadiah. The famous Paul Cuffee then lived here, and when William Rotch and some friends visited him he invited his guests

to sit at another table, but the party insisted upon putting their legs under the same table with Cuffee.

The people of this city are indebted to James B. Congdon's habit of faithfully recording the events of his day for the presentation of many a quaint and curious incident, bit of gossip or personal reminiscence. Mr. Congdon was born more than one hundred years ago, and has been dead more than twenty-five years. He was identified with the early history of this city and with the foundation of all of the local institutions, the free public library, the first in the United States supported by a municipal appropriation, the water works, the board of health, the old Lyceum. He was city treasurer for many years and he wrote the original draft of the city charter and the city ordinances.

In all the years of his life he made records of events in which he thought coming generations would be interested, and it is the judgment of historians that he showed rare good judgment. He made a specialty of incidents which would otherwise have been overlooked, devoting himself to special fields, such as an exhaustive history of the cholera epidemic which raged here.

Several of these little brochures have never been published. One is an interesting manuscript describing the bumps of old citizens with some enlightening comment thereon. Phrenology was introduced into the United States largely through the lectures and cranioscopic demonstrations by the Fowler brothers in 1834. The Fowlers came here on a lecturing tour, it seems, and Mr. Congdon made a careful study and record of their visit, which is most enjoyable reading. The Fowlers attracted the attention of many of the local celebrities, and Mr. Congdon's version is very interesting, quite as much for his own estimate of the characteristics of many men whose names are not only familiar in every household in New Bedford, but were known to national fame seventy years ago.

Among those who figure, for instance, was Thomas Dawes Eliot, who conducted the great litigation between the two denominations of Friends, where the title to the Quaker meeting houses in Massachusetts and Rhode Island were at issue and in which the usages and faiths of the respective sects underwent legal investigation; also the contests in which the chartered powers of the Massachusetts Medical Society were maintained on issues raised by physicians in the homeopathic school. Eliot was sent to Congress to represent this district until he was tired, and was an intimate associate of Lincoln, for whom he investigated many cases and who also accepted his judgment in matters involving the law.

Another who engaged in the phrenological investigation and submitted himself unwittingly to Mr. Congdon's analysis at the same time was Timothy G. Coffin. "Tim" Coffin is a familiar name even to this generation. He was a contemporary of Marcus Morton, and Daniel Webster once said of him: "Tim Coffin is the ablest lawyer in the

United States. He is the lawyer of all others I should prefer not to meet." Coffin was famous at repartee, and the lawyers are well stocked with anecdotes in which he figures.

The manuscript bears the date December 11, 1837. The Fowlers were here for two weeks, and Mr. Congdon followed them up assiduously. The lectures were given in the building formerly the meeting house of the North Congregational Society, and Mr. Congdon records crowded houses.

On one of the first evenings the committee selected included Timothy G. Coffin, James B. Congdon and Abraham Barker, the latter the leading banker of the city at that time. This committee selected as subjects for tests Mr. Coffin, Captain George Randall, Mr. Congdon's brother-in-law; Stephen Merrihew, president of the Marine Insurance Company; Joseph Congdon, bank cashier; Peleg Clark, carriage manufacturer; Charles V. Card and James B. Congdon. Mr. Congdon's manuscript is quoted for the following story:

George Randall was examined first. The writer knows him well. No person living could have determined his character better than it was done by the lecturer, by whom he was entirely unknown. The peculiarities of his character were given to the life. I was astonished to hear from a man who had never seen my brother George before, such a correct account. I could not myself, intimately as I know him, have given so accurate a description. His love of order, the care which he takes to accumulate facts in relation to any subject which he wishes to investigate, his habit of needlessly multiplying words in conversation and description and his firmness, often amounting to obstinacy, were given with truth and vividness that places the individual before you at once. \* \* \* Captain Randall's wife says the description was given to the life.

The next person examined was Timothy G. Coffin, Esq. He is a lawyer of this town and is well known as a man of a high order of talent. It is generally believed that his talents are superior to those of any member of the Bristol bar. With one or two unimportant exceptions his character was as correctly and as vividly described as Captain Randall's. He was in the first place, represented as a man with a powerful mind. His passion was pronounced to be violent and it was said when he was excited it was impossible for him to control his feelings of vindictiveness and anger. His enemies he would pursue with all his powers and woe be to anyone who should provoke his wrath. His adversaries would quail beneath his keen, sarcastic rebuke, none could stand before him in a contest. He was represented as being disposed always to be in the minority, always found taking up on the other side. The failure was in calling him a man who loved money and who never spent a cent unnecessarily. He is not thought to be miserly, and all know him to be lavish in his expenditures. The audience, to whom Mr. Coffin was well known, more than once manifested its astonishment at the accuracy by their shouts and stamping.

During the examination of Abraham Barker an incident occurred which invited any person in the audience to inquire respecting any par-

ticular trait of character. "Taking advantage of this," writes Mr. Congdon, "John Bailey took the liberty of making inquiry respecting Mr. Barker's poetical developments. This keen satire was well understood by the audience. Bailey, sturdy Democrat that he is, had not forgotten the celebrated stump speech of Mr. Barker's at the Whig caucus a year ago last November, when inspired by the intense action of his bump of ideality which had been started into more than ordinary activity by the excitement attending the election, he closed a most powerful appeal to his fellow citizens by exclaiming:

Down with Van Buren, Dick Johnson and crew  
And up with the hero of Tippecanoe.

"In reply to Mr. Bailey the lecturer, with much gravity, went on to state that under favorable circumstances certain combinations of the powers of ideality and constructiveness possessed by Mr. Barker might result in the manufacture of verses if he tried as hard to make them as he did to make money."

Peleg Clark was a famous character in his day. "As he came forward to take the chair the audience could not restrain themselves from manifesting their pleasure at the selection of Mr. Clark, calculating, as well they might, that they should have a rich treat at the development of his peculiarities. And they were not disappointed. The faithfulness of the delineation was perfectly astounding. Men heard with amazement from the lips of a person who had never seen or heard Mr. Clark before, a true and comprehensive description of his character, and all those nice shades and well-known peculiarities which have often been the subject of their comments and sometimes of their ridicule were placed before them, as it were, by the hand of a magician. Mr. Clark was described as the antipode of Mr. Coffin. He was small in everything. All his mental powers were represented as being on a small scale—nothing grand—nothing noble—nothing dignified—a man everybody liked well enough, but nobody looked up to. No person cared either for his frowns or his favor, and however strongly he might be inclined to create sentiment no one would pay any regard to anything he might say or do. Fond of talking, fond of debate, and woe to the unhappy wight who should be so unfortunate as to have Mr. Clark's grappling irons thrown upon him." Mr. Congdon's comment was that, while it was the habit of men to sneer at Clark, there were some among them who had not done half as much as he to promote the welfare of society.

"Cousin Isaac C. Taber, afterward mayor, now took his turn. It was said of him that he possessed some weak points, some strong, selfish passions, self-esteem weak, want of confidence in himself, want of self-respect, thought well of but will not take a high stand, will debate but

never hunt a man. Real ladies' man. (The latter seemed to please Mr. Congdon, for he placed three exclamation points after this characteristic of Cousin Isaac). Better thought of by ladies than by men. Moral ability and moral courage large."

Captain Stephen Merrihew was represented as a man possessing powers of mind far exceeding the average of his fellow-men. "But his mental powers are sluggish. He is not easily roused. It is only when strongly excited that his mind manifests itself, but when it does act it acts powerfully. His powers of expression were said to be good, not a spark of credulity. He will not believe anything unless reason can demonstrate it to be true. All this is true. I think I know Captain Merrihew well, and had I been called upon to give a description of the character of his mind, I could not have been more accurate. He does possess uncommon mental power. It is seldom put forth, because he never seeks the occasion for its exercise, but when it comes within the reach of his pursuits or his duties, few men can display more talent or exercise a more commanding influence. His education was limited. He was apprenticed in early life to a carpenter and worked several years at the business. He then went to sea and was soon master of a ship. For a man whose opportunities have been so small, his powers of speech are extraordinary. I have seldom met with a man who could express himself with so much force and propriety. I suppose there is no impropriety in stating what is well known to all Captain Merrihew's friends, that he has been during most of his life a disbeliever in divine revelation. I am inclined to think that he has within a few years somewhat changed his views, but the lecturer was fully warranted in his remarks in relation to his credulity."

Mr. Congdon's whimsical write-up of his own examination will be greatly enjoyed by those who recall him. At the public examinations Mr. Fowler examined his head while blindfolded, as well as that of Joseph Congdon, but said it was so "strange of conformation he could make nothing of it." Subsequently Mr. Congdon had a private examination. "He spent much time about my head," wrote Mr. Congdon, "and he again remarked that my cranium was the most difficult one he had found in the town of New Bedford. He knew not what to make of it. It must be true, I suppose, that I have a singular head, as far as shape is concerned. I am inclined to think that such is the fact, for I have just been talking with my friend, George W. Baker, a man who knows nothing of phrenology, and he tells me he has often observed a peculiarity in the shape of my head."

There are comments upon the examination of Lieutenant Sturgis, Mr. Eliot, William Howland, who was described as a religious man, which caused the audience to laugh; Alexander Gibbs and others. And Mr. Congdon writes his own views on phrenology at length.

The interesting thing about the pamphlet, however, is not that it

preserves the verdict of a famous phrenologist concerning a group of very interesting local characters who lived seventy years ago, but we have the comment of a well-posted contemporary upon the characteristics. The history will make an interesting addition to the collection of Mr. Congdon's studies already in the free public library, which Librarian Tripp is now engaged in cataloguing. The citizens owe a debt to Mr. Congdon similar to that they owe Mr. Wall. Mr. Congdon was a writer who devoted himself to local events, just as Mr. Wall has preserved on canvas a most valuable collection of local scenery.

The history of the family of Thomas Hathaway is very unique, and the mother of the present representatives, Mrs. William Hathaway, Jr., printed a brochure about 35 years ago, which was privately circulated. Thomas Hathaway, who emigrated to western New York in 1790, was a native of this city, a son of Jonathan and Abigail Hathaway. Thomas was born in 1732, and being the eldest son, received by will the largest part of his father's landed estate, after the custom of that period. Jonathan Hathaway made a very curious will, dated 1759, from which a few paragraphs are quoted:

"I give my soul to God," he wrote, "my body to the dust, and order that my funeral expenses shall be paid out of my live stock. I bequeath to my beloved wife, Abigail, as long as she remains my widow, the use of one-half of the lower rooms of my dwelling house, the use of the little pantry closet and the use of one-half of what is called the big closet, the use of the two drawers in the big chest in the kitchen, the use of one-third of the pewter dishes, the wool from six sheep every year, half the apples of the orchard every year and two pairs of stout leather shoes every year.

"I also will that my son, Thomas, shall live with and be clever to his mother, keep a horse and pillion and see that his mother goes to meeting."

In 1764 Thomas Hathaway, a gentleman of wealth, commenced the business of ship-building near McPherson's Wharf, upon the Acushnet river, two miles north of the village then called Bedford, and carried it on with profit until the commencement of the Revolutionary War in 1776. He built for his residence the three-story dwelling at the southwest corner of South Water and School streets, into which he moved in 1772. This house was subsequently bought by Gideon Howland, one of the ancestors of Hetty Green. It was a very elegant private residence at the time, and was a mark for the British soldiers in 1778, but not much injured.

At the outbreak of the Revolution Mr. Hathaway espoused the Tory cause, being connected by marriage with the family of Colonel Bradford Gilbert, of Nova Scotia. In 1777, on account of his Tory principles, he was forced to leave the States. He went to Nova Scotia and remained nearly six years in the family of Colonel Gilbert, with the exception of thirteen months' service upon a British ship of war.

Before leaving home Mr. Hathaway placed his family for safety in his country residence a short distance north of New Bedford, where his wife lived in retirement, devoting herself to the instruction of her four children.

Mrs. Hathaway's recollections of that raid are quite interesting. In 1778, when the British under command of General Gray landed to burn New Bedford, Thomas was nearly eleven years of age. It was toward evening. Mrs. Hathaway, with her children, stood on the doorstep watching the burning of the town. The country people were passing the house, promising them protection if possible.

About 8 o'clock in the evening three men on horseback rode up to alarm the inhabitants that the British were coming that way. On they came with very little military order, affrighted children running before them. When they appeared in front of her house she sent her son Thomas, with other boys, to the neighboring woods for safety. There he climbed a tree and watched the troops at their depredations.

A British officer—perhaps it was Major Andre, for he was with the expedition—entered the house and demanded that Mrs. Hathaway should tell him where her husband was. He would not believe her story that he was in Nova Scotia, and taking her by the shoulders he shook her. She never recovered from the fright and died in 1783, soon after the return of her husband to the family.

It was soon after the close of the war that Jemima Wilkinson came to New Bedford on a proselyting tour. Her object was to get together a community of people of wealth to emigrate to an unsettled part of the country. She brought about twenty followers on horseback, and their entertainment was often a severe tax upon the families with whom she sojourned. One day her horse became restless and Thomas Hathaway, Jr., dashed forward to her rescue. From that time he was allowed to ride by her side, "the head of his horse not quite even with her's."

Thomas Hathaway and his son travelled with Jemima, the former selling his property here to accompany her. They went to New York and founded the city of Albany.

According to the pamphlet, Jemima Wilkinson was austere and tyrannical in her intercourse with her followers, and when she could gain sufficient influence, she did not scruple to set husband and wife at variance, or parents and children, while, with her avarice she kept them impoverished by the constant drafts for money and the produce of their farms to keep up her sumptuous home. For a trivial deviation from her rules she often imposed the most degrading punishments. Such as a gentleman to wear a black cap drawn over his hair and forehead on all public occasions for three months. One of the most dignified gentlemen of her community submitted to have a little bell tinkling from the skirt

of his coat for six weeks. Mrs. Hathaway tells the story of seeing a young man reach his staff over the seat in meeting and tinkle the bell.

Mr. Hathaway was the financial mainstay of Jemima, and she acquired possession of his property until it was retrieved by Mr. Hathaway's son in a famous lawsuit. The litigation lasted eleven years and Aaron Burr was one of the counsel of the Hathaways.



## CHAPTER XXIII.

### The War of 1812-14.

On June 18, 1812, under just provocation, Congress declared war against Great Britain, and on June 19 President Madison made public proclamation of the fact. Bedford village at that time was strongly allied with the Federalists, Fairhaven being equally pronounced in its loyalty to the party of which Jefferson and Madison were the great leaders. The Federal party was opposed to the war, and so was New Bedford; Fairhaven supported the war, the result being some very lively town meetings, record and tradition agreeing that these gatherings were characterized by great vigor and much rancor. The two villages held many a fierce debate in the town hall situated near Parting Ways, the intersection of the Acushnet and Fairhaven roads; and at times so exciting was the question under discussion that an adjournment to the open green was made. But in 1812 the town of Bedford was divided and Fairhaven set off from her olden and long-time rival.

New Bedford sentiment regarding the war is well shown in the following resolution passed at the town meeting in May, 1812:

We view with extreme regret and apprehension an impending war with Great Britain which in our opinion will be disturbing and ruinous to our country, destructive to our commerce, and cause a heavy increase of direct taxes. Ruinous, as it would lead to an alliance with France, to which no nation has hitherto acceded without loss of its liberty and independence.

When the news of President Madison's public proclamation of a state of war reached New Bedford, "The Mercury" thus editorially expressed itself: "The awful calamity is at length officially announced. A war which has been so long predicted by the wise, ridiculed by the weak, deprecated by the honest and courted by the wicked is officially announced. Never have we seen dismay so generally and forcibly depicted on the features of our fellow citizens as at this portentous moment. The hand of enterprise is withered and the heart is sickened, the hard-earned treasures of industry are dissolved and the business of life seems to pause in awful suspense."

Without doubt this in a fair and candid manner expressed the preponderance of New England sentiment. It was claimed by the opponents of the war that the existing grievances could and would be remedied by milder measures and that these wrongs did not justify armed resistance. The same claim is made by peace advocates to-day and as President Wilson exhausted every diplomatic resource before

taking the only course open to any self-respecting nation, so it now seems as though Congress and President Madison took the only course they could take in justice to the American nation.

New Bedford fears were well grounded, and at the very outset received crushing blows. During the three months following the declaration of war, June 18, 1812, eight vessels belonging to the port were captured by the English, each with valuable cargo:

Ship Sally, valued with cargo at.....	\$40,000
Ship Tricon, valued with cargo at.....	16,000
Ship Castor, valued with cargo at.....	20,000
Ship Arab, valued with cargo at.....	21,000
Ship Science, valued with cargo at.....	28,000
Ship Honestus, valued with cargo at.....	20,000
Ship Caroline, valued with cargo at.....	9,000
Ship Catherine, valued with cargo at.....	60,000
Schooner Three Friends, valued with cargo at.....	4,000
Total valuation.....	\$218,000

The entire period of the war was one of terror and privation for all the coast towns of New England, but New Bedford, although often threatened, escaped attack.

The British government well understood that privateering would again play an important part in the war. A London journal, "The Statesman," said prior to war being declared: "America cannot certainly pretend to wage a maritime war with us. She has no navy to do it with. But America has nearly a hundred thousand as good seamen as any in the world, all of whom would be actively employed against our trade on every part of the ocean in their fast sailing ships of war, many of which will be able to cope with our small cruisers and they will be found to be sweeping the West Indian seas and even carrying desolation into the chops of the channel."

A most formidable fleet did plow the seas, and captured more than fifteen hundred vessels during the war. There were two hundred and fifty-one regularly commissioned privateers, fifty-eight sailing from Baltimore, fifty-five from New York, forty from Salem, thirty-one from Boston, eleven from Portsmouth, New Hampshire, and one from Fairhaven, the "Governor Gerry." Captain Joshua Hitch, and owned by Hitch & Bradley. She was a schooner of sharp model, a fast sailer and well equipped. Her career, however, was of short duration. After landing a valuable cargo of silks and other goods in some French port, she put to sea July 29, 1813, and ran directly into a fleet of British men-of-war. Trusting to her speed, she attempted escape, but soon her spars were shot away and surrender was inevitable.

The favorable situation of the harbor made New Bedford again a rendezvous for privateers, and it was made a convenient port for recruiting, refitting, and running in captured prizes. Public auction sales of

prize vessels and their cargoes were of frequent occurrence at the wharves on both sides of the river. Arrivals and departures of privateers were occasional in 1813, and frequent in 1814. The free-handed use of the harbor for privateering purposes brought trouble in its train. In September, 1813, a vessel arrived in the harbor, was thoroughly refitted, and a crew shipped, ostensibly, for New Orleans. She cleared September 26, and lay at anchor in the lower harbor, when it was ascertained that she was the French privateer "Cleopatra," *alias* "Bellona," with evil intent toward American as well as English vessels. The famous privateer "Yankee" also used the harbor, her coming, July 21, 1814, being the immediate cause of a town meeting called the same day. The action taken by the meeting developed a most serious opposition to the war and to the use of the harbor by vessels from other ports, the claim being made that the public health was endangered. It was voted that strict quarantine law be established, and the "Yankee" was particularly named as being objectionable. At the same meeting a committee of safety was named "to advise and direct in measures that may best secure the peace and safety of the town in case of an invasion by the enemy." This committee as named was: Roger Haskell, William Hathaway, Roland R. Crocker, Lemuel Williams, Jr., Lewis Ludlam, Samuel Perry, Francis Rotch, James Washburn, John A. Parker, Cornelius Grinnell.

During 1814 the British naval force in United States waters was greatly augmented, and the New England coast swarmed with English frigates, gun-brigs and privateers. The seaboard towns and villages were helpless, the troops all having been withdrawn for the invasion of Canada. But later in the year one thousand soldiers were stationed along the harbor shores, which fact shows the apprehension felt by the government over the presence of so large an enemy fleet off our coast. How New Bedford was affected is shown in the many captures of her ships and the paralysis of her trade. While her losses from the naval and privateering vessels was large, it remained for the British brig "Nimrod" to be the reigning terror of New Bedford and the whole southeastern coast. She mounted sixteen 34-pounders, two long nines, and one 18-pounder—a most formidable craft. She made her appearance in 1813, and with the 74-gun frigate "Superb" and the gun-brig "Recruit," made things exceedingly lively all along the coast. On January 28, 1814, the "Nimrod" bombarded Falmouth, injuring about thirty houses, though fortunately not a life was lost. New Bedford was in a constant state of alarm, and felt the gloom of an impending tragedy at all times. Troops under Lieutenant-Colonel Benjamin Lincoln were stationed in the town in 1814, and two gunboats in the harbor were her only defence. On the staff of Colonel Lincoln, those who were residents of the town, were Major Edward Pope, major of artillery; John Coggeshall, surgeon; Samuel Perry, quartermaster; William Kempton and Elijah Wilbour. Fort

Phoenix, in Fairhaven, was strengthened and garrisoned, and a company under Captain Reuben Swift was stationed at Clark's Cove and along the shores of Clark's Point.

The position of the Society of Friends, "resistance to taxes for war purposes," was continued during the war of 1812-14, as during the Revolution. New Bedford men of means were largely of the same opinion; and the collection of taxes was very difficult, New Bedford like all New England paying reluctantly what was contributed toward the expenses of the war. The sad experiences of the village during the British invasion of September 5, 1778, were still fresh in the minds of the people, and there were many living who had suffered from the results of that day. The younger generation had been imbued with memories of those tragic events which made the invasion memorable, and many were the manifestations of fear displayed over the prospect of another raid.

In the middle of April, 1814, the British war vessels, "Victorious," "Endymion" and "Peacock," made their appearance in Vineyard Sound, and quickly the report spread that they were to operate against New Bedford. The report had no foundation, for the vessels left the sound April 20, but the inhabitants, thoroughly alarmed, packed their household goods and conveyed them to places of safety. The garrison at Fort Phoenix was alive with activity; the militia prepared for the defence of the town; and all ships and river craft were moved up the river. Fort Phoenix, insignificant as it would now appear, with its battery of small guns, was really a strong tower of defense to the harbor, and was an effective menace to the armed vessels of the enemy who would otherwise have entered the upper harbor.

The guns at Fort Phoenix on the morning of June 13, 1814, gave notice of the approach of seven or eight barges from the British brig "Nimrod." The weather being hazy, the barges were not discovered until close to the fort, but the preparations for their reception were so evident that they withdrew to effect a landing elsewhere. Everything in the village was in the greatest confusion at the approach of the barges filled with armed soldiers, and all roads leading out into the country were alive with wagons loaded with the aged and the sick, the women and children, and with household goods. All day long preparations for defence went on, but Wareham was the doomed village, not New Bedford. There twelve vessels were set on fire, five of which were totally consumed. The cotton factory was also fired, but the flames were extinguished after the departure of the invaders. In all, about \$25,000 was the amount of property damage, and no lives were lost.

All through the summer the "Nimrod" was a source of great discomfort, and particularly did she annoy the fisherman along the coast, who were frequently captured, and their catch of fresh fish removed to the brig. Traces of her work still exist in many of the old residences along

the coast that were within reach of her guns. But the principal damage was from the constant rumors of attack which steadily oppressed the people and kept them ever fearful. A significant item is found in the record book of Oxford Village Fire Engine Company, dated September, 1814: "At a special meeting of the proprietors of Oxford Engine held at Nicholas Taber's house, it was voted that the engine be removed to Captain John Howland's for 'safety,' and it was done without delay."

On September 27 and 28, 1814, five hundred soldiers marched into the village from towns in the northern part of Bristol county on their way to assigned stations along the seacoast. The village was under strict military rule for several months, and on August 12, 1814, Charles Gilbert was shot dead by a sentry on duty near the gun house, near the southeast corner of South Sixth and Spring streets. Gilbert did not respond when the sentry asked for the countersign, although he was loyal and in possession of it. His intention no doubt being to test the fidelity of the sentry.

On Saturday, September 25, 1813, the following item appeared in "Marine Diary New Bedford Mercury": "Arrived—Cartel Russian ship "Hoffming Harms," 47 days from Plymouth, England, with 402 prisoners." These were American sailors who had been impressed into the British service during the Napoleonic wars, they being a part of the more than fourteen thousand so compelled to serve in the English navy against France. When war was declared against their own country, many thousands refused to longer serve, and were incarcerated in prison and on prison ships, many of them being held until the war ended. These four hundred and two men had been confined in Dartmoor prison, "a dreadful house of bondage," seventeen miles from Plymouth, on the east side of one of the highest and most barren mountains in England.

There never were records available as to Dartmoor prisoners, nor of the Americans held in other English prisons, but scores of sailors belonging to New Bedford and neighboring towns were taken from merchant ships and either forced into the British service or confined in English prisons for refusing to fight against their own flag. There were confined in Dartmoor the following men from New Bedford: Daniel McKenzie, Edmond Allen, Clement P. Covell, John Underwood, Captain Sawdey, Jacob Taber, James Rider, Humphrey Maxfield, Elijah Tovey, William Dunham, David Shepherd, James Tilton, Richard Lipscomb, Martin Sutten, Enos Chandler. Also there died at Dartmoor the following: Amasa Delano, November 18, 1813; John Montgomery, February 25, 1814; Matthew Stetson, February 22, 1815; Martin Sutten, February 22, 1815. There were two recorded escapes of New Bedford men from Dartmoor: Captain Swain, in October, 1814; Mr. Russell, in December, 1814. New Bedford men who were confined in prison ship at Chatham, England, are, so far as known: John Brown, Asa Bumpus, John Fitz, John Barks,

William Denning, John Jackson, John James, of New Bedford, was confined in prison at Cork, Ireland, and Isaac Bly and Peter Amy were confined on prison ships.

There were many New Bedford men in the army and navy, but no company was recruited entirely from the village. A number of citizens exempt from military duty organized themselves into an independent company under the command of Captain Robert Taber and Lieutenant Haskell. This company was afterward commanded by Captain John Avery Parker, the first president of the Merchants' National Bank of New Bedford.

But the end was near, and on the 24th of December, 1814, a treaty of peace was signed at Ghent between the United States and Great Britain, a bond that has stood for over a century, although sometimes sorely strained; and now the two nations are united in a holy cause, and the flags of the United States, Great Britain and France fly in conjunction from the public buildings of America, and at a military service held in Westminister Abbey, London, the Stars and Stripes were accorded an honor unprecedented. These ancient foes, now united for the preservation of human rights, can well afford to forget that once they were enemies, and with their blood seal a compact that all foes of liberty and human rights will recognize and respect as a guarantee that the day of absolutism in government has passed.

If New Bedford, like all New England, had been lukewarm in supporting the war, she was most energetic and vociferous in welcoming peace. It was 11 o'clock on Monday night, February 21, 1815, when Alexander Townsend, of Boston, rode into Bedford Village with the glad tidings of peace. In a few moments church bells were clanging, the news spread quickly and the whole town was alive with demonstrations of joy.

Says the "Mercury" of that date: "So sudden and total was the revolution of feeling that age forgets its gravity and poverty its sorrows. A despondency awoke to joy and resignation kindled into rapture. So powerfully were the animal spirits agitated that a stranger to our sober lives and steady habits and unacquainted with the cause of mirth would have supposed that we were celebrating a feast of Bacchus and could not easily have been persuaded to believe that all this apparent intoxication was merely a spontaneous revel of delightful feelings."

The celebration of peace and the birthday of Washington, February 22, 1815, was a notable day in the history of the village. The flags of the United States, England, France, Portugal, Denmark and Sweden flew from buildings and ships, the bells continued their clamor of praise and thanksgiving, salutes were fired and in spite of its being a stormy day the people gave themselves to the full enjoyment of the occasion. The celebration culminated in the evening with a grand display of fireworks, rockets, transparencies and the illumination of the town, the houses of

Bedford Village and Fairhaven being brilliant with lighted candles in the windows.

Mid the roar of cannon and peal of bells and the discharge of fireworks the celebration came to an end and the people retired to their homes conscious that an era of prosperity was at hand. Though the wheels of industry had long since ceased to move, the fleet which had brought prosperity was gone, shops and shipyards were closed and the port closed against every enterprise, provisions were high and but little money in circulation, hope ran high and that this spirit of optimism was justified results quickly proved. The paralyzed industries quickly recovered, shops, rope walks, riggers lofts and ship-yards quickly sprang into being and fairly hummed with activity, the wharves were alive with the fitting out of ships and the "Mercury" that had for many months been bare of maritime news was soon recording the arrival and departure of a goodly fleet of vessels and prosperity followed in the path of peace.



## CHAPTER XXIV.

### After the War of 1812 to 1830.

The New Bedford of a century ago would scarcely be admitted as bearing any relationship to the city of to-day, with its 120,000 inhabitants, living in comfortable and elegant homes. Where now are mammoth mills and factories, fine stores and solid business houses of every nature, evidencing a prosperous manufacturing city, then were fields, meadows and forests. Even the river front has so changed as to be unrecognizable, and the harbor has greatly altered. The most thickly settled portion of the town was south of Union, yet Madison street was the actual limit, there being few houses beyond. Fourth and Fifth streets ended at School street, and the area south of Union, between Seventh and Third streets, consisted of open fields. The gun house stood on the square southeast of the Friends' meeting house, and all the section west of County street was a forest, the only buildings being Gilbert Russell's residence at the head of Union, the Friends' Academy (where now stands the County Street Methodist Episcopal Church), and the Kempton house at the head of North street. The whole town in 1815 contained five hundred and six houses. Walnut street was the southern border of the village; beyond it dense woods, only broken by the County road, which led to Clark's Cove.

The "Great Gale" of September 29, 1815, has ever since been recorded as the most severe that ever swept the harbor, and the most disastrous. The tide rose ten feet above normal high water, and four feet higher than ever before recorded. So rapid was the rise that occupants of the stores and warehouses situated along the river front were obliged to leave them, hurriedly abandoning goods and merchandise, several merchants losing also their books and papers. Several lives were lost and much property was destroyed. In New Bedford the salt works belonging to Caleb Russell were carried away, and the rope walks of Griffin Barney, William Rotch, Jr., and Buller & Allen were partially destroyed. Card's turning mill, Coffin's boat-building shop, Wilcox's blacksmith shop, Cannon's tallow chandlery, a row of stores on Rotch's Wharf, and several other business houses, were wholly or partially destroyed; several dwelling houses were blown down; wharves were either ruined or badly injured; the Bedford-Fairhaven bridge was carried away; sixteen vessels moored at the wharves were blown adrift and cast away at different points in the harbor. This list of losses proves how wonderfully New Bedford had recovered from the frightful stagnation of a few months before.

War and the elements, which had seemed to conspire against New

Bedford, gave her an uninterrupted period of peace for five years, in which she exhibited her wonderful recuperative powers and the unconquerable spirit of her merchants. There was no bank in operation in the village from 1812, when the charter of the Bedford Bank expired, until 1816, when the Bedford Commercial Bank was organized, May 31, with George Howland, president. This was the first strong evidence of the revival of confidence, and right merrily the work of reconstruction and rebuilding went forward.

In 1818 there were registered at the custom house the following vessels:

SHIPS.	BRIGS.
Pindus.	Indian Chief.
Independence.	Protection.
Iris.	Planter.
Balaena.	Elizabeth.
Wilmington & Liverpool Packet.	Agenora.
Herald.	Trident.
Bourbon.	Benezet.
Triton.	Gleaner.
Golconda.	Juno.
Victory.	Commodore Decatur.
Augustus.	Minerva.
Midas.	
Ann Alexander.	
Charles.	Milo.
Persia.	Polly.
	Carolina.
	Good Hope.
Bodfish.	Washington.
Favourite.	Mercy.
John Willis.	Globe.
Fenelon.	Harmony.
Elizabeth.	Atlantie.
Enterprise.	Reaper.
Sally.	Collector.
Liberty.	Catharine.
Sophronia.	Amazon.
Dolphin.	Fame.

In 1819 the following additional were registered:

SHIPS.	SCHOONERS.
Pacific.	President.
Swift.	Emigrant.
Phoenix.	Polly & Eliza.
Helen.	Ebenezer.
Columbus.	Industry.
Stanton.	Eliza Barker.
Minerva.	William.
Timoleon.	Superior.

Phebe Ann.	Albert.
Winslow.	Hiram.
Parnasso.	Ono.
Francis.	Laura.
Minerva Smyth.	Emerald.
Milwood.	Rose in Bloom.
Cortez.	Jane.
Lorenzo.	Green.
Martha.	Sally.
Carolina.	
Leonidas.	BRIGS.
Sophia.	Dragon.
Portia.	Cornelia.
William Rotch.	Resolution.
	Horatio.
	Leader.
SLOOPs.	William Thacher.
Reformation.	Alliance.
Fame.	Orion.
Ohio.	General Marion.
Flora.	Clitus.
William.	Traveller.
Spartan.	Ospray.
Brothers.	
Rosetta.	
Debby.	

A vigorous temperance movement was inaugurated in the town in 1819, and public action taken May 26 to suppress "the sale of cider and other intoxicating liquors to minors, so that their morals may not be corrupted and their future prospects blasted by habits they have acquired in their youth."

The next disaster to overtake New Bedford is thus chronicled in the "Mercury" of September 8, 1820:

On Wednesday morning about half past four the inhabitants of this town were alarmed by the cry of fire which originated in the extensive bake house of Mr. Enoch Horton, situated on the street leading from the Commercial Bank to William Rotch's (formerly Enoch Russell's) wharf. In a few minutes the whole building was involved in flames which spread to an adjoining wood house containing a large quantity of dry pine wood, and in spite of the exertions of the citizens, aided by seven engines, which were constantly playing on the desolating element, it spread in almost every direction, consuming in its progress the buildings on the east, west and north of it until by great exertions it was finally subdued just as it was communicating to the store of Peter Barney on the southeast and the dwelling owned by Gilbert Russell on the west. Had either of these buildings been permanently on fire no human exertions could have arrested its progress until a large part of the town had been laid in ashes; and had there not fortunately been a calm at the time we should in all probability have had to record a calamity scarcely inferior to those of Wilmington and Savannah.

A stage route from Newport to Providence *via* Stone Bridge was established November 9, 1820. In that year the following merchants were engaged in business in New Bedford, although the list is not complete:

Isaac Howland, Jr., & Co., plows, iron hoops, etc.  
William James, ship stoves.  
H. Taylor, shoes and dry goods.  
Oliver Swain, boots and shoes.  
George Sisson, crockery and glassware.  
Jonathan Ellis, plows.  
Caleb Green, drugs.  
T. T. Churchill, W. & G. Allen, J. R. Shiverick, Perry & Tobey,  
Joseph Bourne, Henry Tucker & Son, dry goods.  
Nye & Grinnell, grocers.  
Hussey & Allen, flour, leather, etc.  
Seth Russell & Son., iron.  
Samuel Rodman, Jr., cordage, etc.  
John A. Parker, iron.  
Thomas S. & N. Hathaway, hemp, duck, iron.  
Gorham & Parker, grocers.  
A. Sherman, books and stationery.  
Harvey Sullings, hardware.  
Samuel W. Heath, crockery.  
Isaac Manchester, leather and shoes.  
Job Baker, grocer.  
Green & Tillinghast, dry goods.  
Randall & Haskell, grocers and ship chandlers.  
Barney Cory, proprietor of the "Sign of the Swan."  
Benjamin Pitman, silversmith and manufacturer.

Daniel Whitaker's Classical School was opened April 22, 1821.

Friday, January 19, 1821, stands out as the "Cold Day," the thermometer registering twelve below zero at sunrise.

December 14, 1822, the market and town house was opened to the public in the same building on South Second street; later it was used as the Central Police Station.

The week of Sunday, March 30, 1823, was marked by an extraordinary gale and snow storm, there being no communication with the outside world during the week. On December 23, 1823, it rained for twenty hours, the record stating that "the oldest people do not recollect such a rain."

The Mozart Society for the practice of sacred music was organized in 1824, and gave its first public performance in Rev. William Dewey's meeting house on December 2, 1824. This society, the first of its kind in the town, was given the free use of the town hall for rehearsals.

On June 6, 1825, Benjamin Lindsay opened a reading and news room that for sixty years continued to be the headquarters for the business men of the town.

The ordination of Elder Harvey Sullings as a preacher of the gospel among the people "usually denominated Christians" took place in the North Baptist Church, June 26, 1825.

Among the deaths that occurred in the town during the first quarter of the century are some remarkable examples of longevity:

Colonel Seth Pope, a prominent figure in the Revolution, June 9, 1802, aged 83.

Hon. Walter Spooner, April 3, 1803, aged 81.

Joseph Russell, October 16, 1804, aged 86.

Dr. Samuel Perry, April 15, 1805, aged 75.

Rev. Samuel West, D. D., September 24, 1807, aged 78.

Major Ebenezer Willis, November 7, 1809, aged 83.

William Sawyer, November 13, 1816, aged 48.

Elisha Thornton, December 31, 1816, aged 70.

Captain Nathaniel Pope, July 17, 1817, aged 70.

Dr. Samuel Perry, October 26, 1820, aged 56.

Deacon Jabez Hammond, December 31, 1820, aged 51.

Hannah Andrews, September 11, 1822, aged 101 years, 6 months.

Captain Benjamin Hill, January 20, 1823, aged 68.

Captain Silas Parker, February 20, 1823, aged 80.

Captain George Whipper, April 4, 1823, aged 78.

Mrs. Susannah Maxfield, May 5, 1823, aged 70.

Jeremiah Mayhew, September 21, 1823, aged 79.

Daniel Ricketson, August 11, 1824, aged 79.

Zachariah Hillman, August 11, 1824, aged 66.

James Davis, February 25, 1825, aged 81.

Thomas Taber, January 30, 1825, aged 79.

John Pickens, August 31, 1825, aged 83.

Abraham Ricketson, August 12, 1825, aged 78.

Captain Thomas Cook, September 5, 1825, aged 85.

Abraham Smith, March 18, 1826, aged 77; postmaster of New Bedford twenty years.

*The Ark Riots*—During these years of prosperity, New Bedford had acquired considerable notoriety through an element scornful of law and decency, congregated in a neighborhood on Kempston street, called "Hard Dig," and on the river front in a built-over old whaling hulk, "The Camillus," known as "The Ark." In August, 1826, the dead body of a man was found in the woods near "Hard Dig" by some boys, who hastened to the town with the story of their discovery. Several citizens returned to the spot with the boys, but the body had been removed. A ship carpenter had recently disappeared (from whom no tidings were ever received), and this fact gave color to the belief that a murder had been committed. As "Hard Dig" was the home of a vicious and dangerous class who were a menace to the public peace, it was deemed wise by an element who distrusted the slow processes of the law to take matters into their own hands. A large party met at the corner of Kempston

street, organized, and in two hours' time "Hard Dig" was a thing of the past, the small frame houses having been pulled down and burned.

Emboldened by their easy success in abating the "Hard Dig" nuisance, the crowd decided it was a good time to act in a similar manner toward another nuisance and evil resort, "The Ark," located on the river front, the exact location being later the site of the Charles S. Paisler brick building on Water street. "The Ark" stood upon the shore as far up as a high tide would permit the old hulk to be floated, and was kept in an upright position by keel blocks. The stern board of an old dismantled whaler, "The Ark," was secured and nailed in position on the upper deck, which gave to the hulk (formerly the whaler "Camillus") its name. At first the home of a respectable family who built a house covering the whole deck, "The Ark" later came to a base use, and was a moral offence to the community. After the destruction of "Hard Dig" and the agreement to meet the next night and perform a similar service for "The Ark," the crowd dispersed to meet again the next night. During the day which intervened, the inmates of "The Ark" learned of the proposed raid, and with their sympathizers gathered a plentiful supply of stones, bottles and other missiles with which to defend their home. This ammunition was piled upon the four-foot portico which surrounded "The Ark," and when the attack was made by the crowd a very lively fight ensued. But the crowd won, "The Ark" was smashed to pieces with axe and crowbar, and set on fire. The fire engines were called out, but their only work was to protect surrounding buildings. Some fifty citizens of New Bedford were subpoenaed before the court at Taunton, but the matter was soon dropped, no evidence being obtained to implicate any particular man.

From the destruction of "Hard Dig" and "The Ark" in August, 1826, until the same month in 1829 there was a constant conflict between the criminal element of New Bedford and the forces of law and order. A second "Ark" appeared, this built over the hull of the ship "Indian Chief," located a little further west than the first. It was occupied by the worst classes, and neither property nor life were considered safe. Every attempt to banish the scourge had failed, the law being openly defied.

In the spring of 1829 the Elm Street Methodist Episcopal Church was set on fire on a Saturday night. The basement of the building was filled with casks of oil, which had they taken fire would have spread a conflagration most destructive. But about eleven o'clock the fire was discovered and extinguished before a great deal of damage was done, the audience room being used for service the next day. It was believed that some of the frequenters of "The Ark" had set the church on fire, and as no crime seemed impossible to the criminals who infested that resort, it passed for a fact that they were guilty of this last fiendish crime. The

proprietor of this second "Ark" was a thug named Titus Peck, who had gained such a criminal following that it was said the selectmen of the town were afraid to interfere with him. Word was quietly passed around that a meeting of citizens was to be held in the town hall, and on Saturday evening, August 29, 1829, about two hundred men packed the hall. While there seemed to be no organization, it was evident that a plan of action had been agreed upon, and that most of the men there well understood what was to be done, and only awaited an agreed upon signal.

Influential citizens, among whom were Gideon Howland, Zachariah Hillman, Francis Taber, Samuel Rodman, Thomas Mandell, J. A. Parker, Jethro Hillman, and Barney Taber, used their utmost influence to prevent an outbreak, and the riot act was read by Timothy G. Coffin. All was quiet until the nine o'clock bell on Dr. Dewey's Church rang out, then pandemonium broke forth. With a shout, "Jerry is in town" (the agreed upon signal), the crowd rushed to the vicinity of Ark Lane. There the hook and ladder truck was found brought by unknown hands, and a band of twenty-five men, distinguished by their uniform coats turned inside out, trousers covered with white canvas at the knees, and slouch hats. The work of destruction began at once, and by midnight most of the crowd had gone home. At midnight the torch was applied to the infamous craft, and this second "Ark" to disgrace New Bedford was burned to the water edge. Several small houses near by also caught fire, and although the fire department was called out, but little was accomplished, and severe loss was sustained by the quiet, peaceful owners of these houses, who could ill afford it. This was unfortunate and not intended, for the action of the mob was against "The Ark" only, and a notice to the town authorities that they must use their power to keep the town free from open violation or mob rule would supplant lawful authority.

On July 30, 1830, a town meeting was held to "see if the town will take into consideration the expediency of adopting measures to prevent the further destruction of property by riotous assemblages, and also to see if the town will think it proper to take any further measures to secure the safety of the town in consequence of the recent burnings of dwelling houses in the vicinity." The meeting appointed a committee to take into consideration the proposed subject, said committee consisting of Samuel Rodman, Joseph Ricketson, D. Davenport, John Howland, Jr., Nathan Hathaway, James B. Congdon, Timothy I. Dyer, Benjamin Rodman and Seth Russell. The report of the committee deprecated the acts of violence and lawlessness, and, to guard against their repetition, advocated the appointment of a large committee to be appointed from the residents of the different sections of New Bedford to be known as the "Committee of Vigilance," which was done, said committee when appointed consisting of one hundred and ten men. This vigilance committee, organized

for the specific purpose of protecting the town from mob violence, was the parent organization of that most efficient Protecting Society, the oldest department of the New Bedford fire department.

During this period the real life of New Bedford had flowed uninterruptedly on, and all that makes a community desirable had engaged the earnest attention of the best class of citizens. The New Bedford "Mercury" had been enlarged to a six-column sheet; the New Bedford "Courier" appeared January 16, 1826; the Lyceum Society was organized December 8, 1828; the Mansion House, formerly the residence of William Rotch, was opened as a hotel by J. Webster, December 19, 1828; the force of "four good and sufficient persons to keep a night watch," authorized by the town meeting of December 20, 1824, was increased in 1829; a town clock was purchased in May, 1825; schools, churches and societies flourished, although by act of Legislature the high school was discontinued in 1829.

At the annual town meeting of 1830 the boundaries of streets and roads were fixed and monuments placed in proper positions.

In 1788 only one ship and two or three brigs left the port; in 1830 the number of square-rigged vessels belonging to New Bedford was one hundred and twenty, the greater number of them engaged in whale fishing. The quantity of oil brought in by the ships in 1830 was 41,144 barrels of sperm, 43,145 barrels of whale oil, and ten spermaceti candle factories were in operation in New Bedford.

In 1795 the population of New Bedford was about 1,000; in 1830 it was 7,695. Among the business men of New Bedford in 1830 were the following:

- William C. Maxfield, tailor.
- John Bailey, Britannia ware.
- Mr. Negus, lessons in penmanship.
- Brightman & Barstow, spars and ship timber.
- Wing Russell, fresh honey and medicines.
- E. W. Greene & Co., dye stuffs, vitrol, etc.
- Oliver Swain, boots and shoes.
- Macomber & Sullings, dry goods.
- S. & C. S. Tobey, dry goods.
- Philip Anthony, dry goods.
- William Swain, portrait painter.
- Jacob Parker, chains, anchors, gun powder.
- William Eddy, general store.
- Francis Taber, Jr., & Co., hardware and stoves.
- Ivory H. Bartlett, southern corn salt.
- Coggeshall, Richmond & Vose, dry goods.
- F. S. Alden, flannels, woolens, yarns, etc.
- Oliver Crocker, general merchandise.
- John P. West, lime and bricks.
- Frederick Bryant, hardware and looking glasses.

Elisha Thornton, fresh figs from Turkey.  
Watson Ellis, cabinetmaker.  
Paul Ewer, boots and shoes.  
Isaac Howland, Jr., & Co., patent cordage, hawsers and rigging.  
Benjamin Hill, groceries and West India goods.  
Dyre & Richmond, coppersmiths.  
Edward Stetson, quadrants and compasses.  
A. Gerrish, Jr., agent for the Delaware & Hudson Coal Company.



## CHAPTER XXV.

1830—1840.

This period, although one of general prosperity as a whole, was marked by several disasters, beginning with what may be termed the "second great fire," which broke out on Sunday morning, July 25, 1830, in the dwelling house of William H. Allen, now the southeast corner of School and Seventh streets. The loss of property was considerable, about one-half of the loss falling upon Dudley Davenport, whose large carpenter shop was destroyed, although quite a distance from where the fire originated. The efficiency of the newly organized Protecting Society was strikingly shown in the preservation of property during the progress of the fire.

Vigorous action was taken by the town in 1830 to restrict the sale of liquor. At a town meeting held in April, resolutions were passed advising the selectmen to limit the number of retail dealers to five. The school appropriation for 1830 was \$4,225, distributed through the six districts into which the town was divided, with a special sum of \$300 for a school for colored children. On June 1, 1830, a stage route was established between New Bedford and Padanaram Village. The famed Siamese twins were exhibited at the Mansion House, October 24, 1831, and owing to the detention of the Nantucket boat remained there for one week.

The Mechanics' Insurance Company was chartered June 9, 1831, with a capital of \$100,000, for marine risks only. A subscription was opened October 28, 1831, to procure funds to erect an observatory on Prospect Hill. The observatory was built on the tower of the Mariners' Church, and was seventy feet from the ground.

In 1831 the streets were first lighted with "panthorns," \$1,250 being appropriated for their purchase and maintenance.

Special attention was given to the streets and highways in 1832, the first flagged sidewalks being laid that year, and several reservoirs were built. Penny post delivery for letters was inaugurated in New Bedford on February 2, 1832, Richard Williams then being postmaster. At a special town meeting held June 23, 1832, a vigilance committee was appointed and given extraordinary powers to prevent the introduction of Asiatic cholera that was devastating the cities of the south and west. The dreaded scourge did not gain a foothold in New Bedford, the committee adopting every precaution.

The "Courier" of August 17, 1832, records the fact that the North Christian Church, ninety feet in length, seventy and a half feet in breadth and one hundred and forty-five feet to the top of spire, was raised in

three days by twenty men under the direction of the Messrs. Davenport. This was then probably the largest place of public worship in Bristol county. The fact is also recorded that no ardent spirits were used during the "raising."

The years 1833-34 were seasons of great distress and financial embarrassment in New Bedford, as elsewhere. A public meeting was held January 16, 1834, presided over by James Arnold, at which a committee was appointed to prepare resolutions which were adopted by the meeting, signed by 832 citizens of New Bedford, 219 of Dartmouth, 417 of Fairhaven, 287 of Wareham, 175 of Rochester, 136 of Westport—2,058 in all—and sent to Congressman John Reed to be presented to Congress. In his speech presenting the memorial, Mr. Reed eloquently spoke in behalf of New Bedford, stating that in but three cities of the Union were more vessels owned and in none were they more successfully or more usefully employed.

Another destructive fire occurred November 13, 1834, beginning in a building on Water street occupied and partly owned by James Wady as a boot and shoe store. During the fire, difficulty was experienced in getting a piano through a doorway, and it was found necessary to saw the legs off, it not occurring to the enthusiastic firemen that the legs could much easier have been unscrewed.

An anti-slavery society was formed at Lyceum Hall, June 25, 1834; the temperance question was kept constantly alive by discussion, and the "Mercury" stated in one issue that "The favorable state of affairs in New Bedford to-day as concerns grog shops and liquor elements is undeniably due to the earnest efforts of the citizens a generation or two ago to suppress intemperance and the sale of ardent spirits."

Up to 1835 the selectmen had refused to license the circus and other traveling shows, but at two town meetings the subject was discussed, and finally, by a majority vote, they were instructed to license such entertainments. As a result, beginning December 23, 1835, Buckley, Week & Company's circus exhibited in the Amphitheater for two weeks.

The Fourth of July, 1836, was observed with unusual ceremonies. All vessels in the harbor were brilliant with flags and bunting; the United States revenue cutter "McLane" fired an early salute, and in the evening was gayly illuminated; a procession marched through the streets, and finally listened to an oration from the famous Wendell Phillips.

The Young Men's Anti-Slavery Society was organized in 1836, and held its first annual meeting January 2, 1837, in the building once known as the Elm Street Academy. The same year the first directory of the town was published by J. C. Parmenter, edited by Henry H. Crapo; subscription price, fifty cents; extra binding, seventy-five cents.

The subscription books for New Bedford's first railroad were opened

April 30, 1838, the New Bedford & Taunton railroad, and in less than eighteen months trains were running into New Bedford.

In 1838 a short section of South Water street was paved as an experiment to test that method of improving the streets, the result being most gratifying. In 1839 the work was extended, South Water to School street, and Purchase from Union to William street, being paved. The report on the work testified that it "stood well," and recommended it as the best and most economical method of treating the streets.

The Pacific Insurance Company for marine risks only was organized February 9, 1839, capital \$100,000; Elisha Dunbar president.

This period witnessed the death of some of the most prominent men of the olden time and others, among whom were:

Achus Sisson, February 24, 1830, aged 82.

Ezekiel Chandler, April 17, 1830, aged 96.

Major John Coggeshall, an officer of the Revolution, July 19, 1830, aged 73.

David Kempton, August 30, 1830.

Timothy Howland, December 16, 1830, aged 78.

Benjamin Lindsey, original proprietor of the "Mercury," November 10, 1831, aged 54.

Ephraim Taber, May 19, 1831, aged 80.

Isaac T. Hathaway, January 25, 1833, aged 36; killed by a fall from a staging on the brig "Hope."

Paul Hathaway, December 25, 1833, aged 78.

Isaac Howland, an eminent and successful business man, January 16, 1834, aged 78.

David Kempton, January, 1835.

Cornelius Howland, January 6, 1835.

William Gordon, an officer of the Revolution, January 26, 1835, aged 81.

Philip Cannon, a wealthy citizen and soldier of the Revolution, August 24, 1835, aged 79.

Thaddeus Swain, September 5, 1835, aged 83.

Samuel Tupper, January 22, 1836, aged 78; a hero of the Revolution.

Samuel Rodman, a prominent citizen and successful merchant, December 24, 1836, aged 83.

Allen Russell, of Fairhaven, February 17, 1836, aged 91.

Captain Ephraim Simmons, an officer of the Revolution and a beloved citizen, February 21, 1836, aged 97.

Deliverance Bennett, a hero of the Revolution, August 26, 1836, aged 80.

Humphrey Russell, an esteemed Friend, December 9, 1836, aged 99.

Silas Swift, February 6, 1837, aged 92.

Robert Wilson, January 22, 1837, aged 95.

Desire Hathaway, widow of Obed Hathaway, January 29, 1837, aged 101 years, 10 months, 14 days.

Maria Jenney, wife of Jehaziel Jenney, August 29, 1837, aged 66.

Daniel Taber, the first male child born in New Bedford, July 21, 1838, aged 74 years.

Captain Joseph Howland, July 10, 1839.

This period (1830-1840) also witnessed the death of all military organizations in New Bedford. The village took but little interest in military affairs, the experiences of the war of 1812 and the presence of a thousand soldiers quartered within her borders for the protection of the seacoast satisfying even the most ardent advocates of war; while the peaceful tenets of the Society of Friends, which dominated in Bedford Village, served to confine the military force down to the simplest requirements of the law. A light artillery and infantry company were maintained, and gave tone to the Fourth of July celebrations and public parades. In 1819 Benjamin Lincoln, of New Bedford, was elected major-general of Massachusetts militia. Colonel Nathaniel Nelson commanded the Second Regiment Massachusetts Militia, Captain Reuben Swift commanded the light infantry company, and Captain Dunham the artillery. In 1822 the regulation uniform for the State militia was adopted, and most gorgeous it was, consisting of coatees with scarlet collars, scarlet vests, dark blue trousers with broad scarlet stripes edged with gold or yellow worsted lace, and plumes or pompons black, tipped with red. This was for the artillery, their drivers wearing white frocks and trousers, black round hats with pompons, and a yellow metal plate in front, and black leather sword belts. The infantry wore coatees with white underclothes, the trousers over the boots. The non-commissioned officers and privates wore metal plates and pompons in front, white tipped with black.

In 1825 the light infantry company, under the command of Zachariah Hillman, and the artillery company, Lieutenant Comfort Whiting, had an "imposing parade" as part of the Fourth of July celebration. It was at about this time that the first boys' military company was formed, Rodolphus N. Swift, captain, George Randall, fifer, and among its members, James H. Howland, Alexander Allen, Gideon Randall, John Stall, Rufus Howland, and Fred Stall.

In October, 1826, the New Bedford Washington Artillery, Captain John Harrison, made a trip to Nantucket, then being the first regularly uniformed military company ever seen in the town, then numbering a population of 8,000. The light infantry company and the Washington Artillery Company graced many patriotic occasions, and many of the well known men of the town at one time or another served in their ranks and as officers. Among them was General James D. Thompson, who came to New Bedford in 1827, and rose rapidly to high rank, being elected major-general of the Fifth Division Massachusetts Militia when but twenty-seven years of age.

The Fourth of July celebration of 1833 was an event in the history of the town. In the procession was a boys' military company, the Franklin Blues of Fairhaven, and their fine appearance was gall and bitterness to the New Bedford boys. Soon afterward they organized the Jackson

Blues, faithfully drilled in the old sail loft in the old meeting house on Elm street, and in a short time made their first parade in uniform, carrying an elegant white silk standard, subscribed for by the merchants and painted by Joseph R. Rumrill. The uniform (also paid for by subscription) consisted of a blue jacket with gold lace around the collar and gilt bell buttons, white trousers, a real morocco belt with a spread eagle upon the breast plate, a green velvet cap which stood up some four inches and turned over, coming to a point over the left ear and terminating with a handsome gold tassel; spear, with black shaft and gilt head, was carried by each lad and their beautiful snow white banner, edged with gold cord and tassels, gracefully floated from the banner pole that was crowned with a golden battleax. The captain of this immortal band was Cyrus Washburn (son of Colonel Lysander Washburn), Elisha C. Leonard was lieutenant, and Tillinghast Bailey, Jr., ensign. The boys had a glorious summer, were frequently entertained at private residences, and after regular regimental muster were exhibited on the field in competition with the Fairhaven company, the Franklin Blues. A similar successful season was expected for 1834, but alack and alas! they had outgrown their uniforms, and thus in a perfectly legitimate and natural way died the Jackson Blues.

At the regimental muster at Smith Mills in 1832, the New Bedford light infantry company became peeved at the position assigned it at the left of the line, on account of their coming on the field under command of a lieutenant (John H. Chapman). The company in previous years held the place of honor on the right of the line, and when they felt themselves degraded, left the field, although Lieutenant Chapman kept his place in the line, thus escaping court-martial. The light infantry held several meetings as to whether they should accept the verdict of the court-martial—twelve dollars fine for each member and an apology from the company. They finally decided against apologizing and were disbanded. Their last meeting was held December 17, 1833, at 12:30 p. m., and after the business meeting the company formed in line and marched up Union street. Later they partook of a banquet at the Eagle Hotel; and thus closed the career of the light infantry company, an organization that had its origin as far back as the days of the Revolution.

The light infantry was succeeded by the Mechanics' Rifle Company, organized in 1834, with Jeremiah G. Harris, captain, commissioned January 28, 1834; Benjamin P. Shattuck, lieutenant, commissioned February 28, 1834; Eliphalet Cushman, ensign, commissioned February 8, 1834; Charles O. Boutelle, clerk; four sergeants, four corporals and sixty-three privates. Among the latter were Caleb Maxfield, E. L. Foster, James Foster, C. B. Lucas, Dexter Jenney, Horatio Bly, Stephen Curtis, Charles Tanner and William B. Doty. Captain Harris was elected major of the battalion of light infantry, July 18, 1836, and was succeeded as captain

by Stephen Curtis. Other officers at that time were Lieutenant Seth H. Ingalls and Ensign Thomas Bailey. The uniform was a short frock coat, and trousers of gray cloth trimmed with black cord, the officers' uniforms being decorated with gold cord. The most imposing feature of the uniform was the leather cap, crowned with a plume of silver-gray hair.

The first public parade of the Rifles was on Friday, June 20, 1834, headed by the Boston Brigade Band. After a parade and exhibition drill they marched to the residence of Ensign Timothy Ingraham, on North Second street, where an elegant standard was presented them by Mrs. Ingraham. The Rifles were often honored by frequent calls for escort duty, and in 1836 Edward L. White composed the "New Bedford Mechanics' Riflemen's March," and dedicated it to Major-General Thompson, a copy being preserved in the Public Library. The company disbanded December 27, 1837.

The Washington Light Artillery Company, whose life began during the Revolution, was disbanded in 1836. A list of members is impossible, but the following were members of the company at different periods: James D. Proud, Stephen Daggett, Timothy Western, Gideon T. Sawyer, Joseph Chase, Isaac Maxfield, Caleb Hathaway, William Little, Samuel Little, George P. Dunham, Spooner Babcock, Lewis Thrasher, Philip Allen, Joseph Cromwell, Edward H. Wilkie, Thomas West, David E. Chase, William Phillips, Thomas Booth, Spencer Pollard, James Davenport, Alden Braley, Reed Haskins, Ebenezer Parlow, Hartley H. Sparrow, Darius Davis, Thomas Jenney, James H. Collins, Charles Tobey, Elisha Everett, Benjamin F. Lewis, Thomas Peckham. Among the captains of this company were George Dunham, John Harrison, David Sylvester and Stephen W. Taber. The gun house of the company stood in the line of State street, near the big tree in the center of the Common. The "target shoots" were great occasions for the Bedford boys, who were sure to be present. They were held on the lot on County street, just south of the Bullock home, the target being placed near the Cove shore. The company, like the light infantry, graced many patriotic and social occasions, and were very popular. At the time they were disbanded they had an elegant blue uniform, consisting of a double-breasted swallow-tail coat with heavy gilt buttons, and trousers decorated with heavy gold stripes. The head covering was a black chapeau surmounted with a plume of brilliant red feathers. Like the going out of the light infantry, the artillery's retirement was forced, General Thompson reporting August 31, 1837, that he was unable to raise a volunteer company to take care of the guns, which, with the gun house, were in shocking condition. In October, 1838, the guns were sent to Boston, the house was sold, and New Bedford left without a regular uniformed company.

## CHAPTER XXVI.

### From 1840 to 1847.

The seven years preceding the incorporation of New Bedford as a city were years of business expansion and civic improvement. In 1840 the New Bedford & Taunton railroad was completed, and opened to the public on July 1; the Whaling Insurance Company of New Bedford was organized the same year—George Howland, Jr., president; and the market and town hall building was finished and occupied.

On April 27, 1841, a memorial service was held in memory of William Henry Harrison, President of the United States, who died one month after his inauguration. A procession of military companies, revenue officers, Congressmen and civic officials, and citizens one thousand strong, led by General James D. Thompson, marched to solemn music to the North Baptist Church, where an impressive service was held.

In 1841 began the agitation for changing the form of local government with a campaign by a series of newspaper articles from "Romulus," who strongly championed the movement. "Remus," "North End" and "Interrogation" responded, and a most interesting discussion followed. But the people were not ready for the change, as was shown by a vote taken at the town meeting held February 5, 1842, when by a vote of 373 for to 320 against the meeting adopted the resolution offered by Benjamin T. Congdon indefinitely postponing consideration of applying for a city charter. In 1841 the town house on South Second street was fitted up as an armory for the use of the newly organized New Bedford Guards, and for police court rooms. The Parker House was opened February 10, 1842, with a banquet given by the proprietors, Horton & Son, to about two hundred invited guests. Many brilliant speeches were made, among them one by John Avery Parker, who responded to the toast, "The Parker House." The hotel was built by Mr. Parker and occupied by him as a private residence, and when converted into a public house of entertainment was named in his honor.

Fall River having been the victim of a disastrous fire on the afternoon of July 2, 1843, a public meeting was held in the town hall July 2 to raise funds for the sufferers. The result was \$1,581 in cash, and six wagonloads of furniture, clothing and provisions.

On the evening of September 27, 1843, John Quincy Adams, a former President of the United States, visited New Bedford as the guest of Joseph Grinnell, and was escorted from the depot by a company of forty young men with torches. The next day a public reception was tendered the distinguished guest in the town hall, Chairman of the Board of Selectmen James B. Congdon making the address of welcome. After a

twenty-minute responsive speech by ex-President Adams, hundreds of citizens availed themselves of the privilege of shaking hands with their honored guest. President Adams had previously visited New Bedford, arriving from Nantucket with his son and several others on Saturday, September 19, 1835, in the steamer "Telegraph," and spending Sunday at the Mansion House. In 1843 Daniel Webster argued a will case in New Bedford, the court room in the court house being packed with eager listeners to his eloquent plea.

The period of 1841-1849 witnessed the rise and fall of a volunteer light infantry company, the New Bedford Guard, one of the best organized and most thoroughly equipped military organizations the city ever had. The Guard was organized January 25, 1841, with the following officers: Captain Harrison G. O. Colby; Lieutenants James H. Collins, Samuel Watson, James H. Crocker; Sergeants Henry P. Willis, James B. Congdon, Daniel Sylvester, John H. Chapman, William Howe; Corporals Cyrus W. Chapman, Josiah B. King, Nathaniel R. Childs, Robert K. Eastman; Surgeons, William R. Wells, R. R. S. Andros; Treasurer James B. Congdon; Armorer Nicholas T. Brownell, William Brownell. The membership roll comprised about one hundred citizens, many of them men of prominence. Henry C. Kelly was the one hundredth signer of the roll of members, and thereafter was known in the Guards as "Old Hundred." Music was furnished by the Guards' Brass Band, a well trained organization led by Sihon Packard.

The Guard uniform was most gorgeous; swallow-tail coat of blue, trimmed with white and with shoulder knots; trousers of the same material and color trimmed with white; black leather belts with priming wire and brush attached; cartridge boxes held in position by broad white cross belts over the shoulders; regular caps of that unpopular form called "coal hods." The hat was of black leather closely fitting the crown of the head and rose in the form of an inverted bell, finished with a square flat top. From this floated a tall plume of white and red feathers, a braided loop of white cording; from the sides across the front and over the silver-plated visor was a fluted metal plate, called the ray, with a gold spread eagle, both brilliantly polished. This hat was only worn on festive occasions and public parades, on which occasions the Guards also wore trousers of white instead of blue.

The Guards first paraded in public on April 27, 1841, performing escort duty in the commemoration exercises held in memory of President Harrison. Their next public appearance was at the funeral of one of their own members, John Howland Allen, held in the Methodist Episcopal church on Fourth street, May 27, 1841. Lieutenant James B. Congdon resigned from the company July 29, 1841, in deference to the principles of the Society of Friends, of which he was a birthright member. The career of the Guards was marked by a long series of social

events at home and in other communities, they being entertained and entertaining in return the Providence Light Infantry, the Cohannet Rifle Company, and the Norfolk Guards of Roxbury; visited Nantucket; joined with other military companies in the celebration attending the dedication of Bunker Hill monument in Boston, June 17, 1843, and listened to the wonderful oration delivered by Daniel Webster; entertained the Boston Light Infantry, who held a three days' encampment in the town, beginning August 2, 1843; acted as escort to the Governor at the annual encampment at South Bridgewater, September 25, 1843; began a three days' encampment at Providence, Rhode Island, August 22, 1844, were royally entertained and royally welcomed home; received the Union Rifle Company of New York City, July 2, 1846; and each year of their existence held an annual "target shoot" and were a feature in all Independence Day parades and patriotic celebrations. In fact, their treasury was often replenished by assessments upon the private purses of the members, the round of joyousness pursued meaning heavy expenses. After a severe financial loss in 1847, through the failure of an excursion of the Guards to Edgartown, their spirit seemed broken and in 1848 committees were appointed to wind up affairs. Weekly drills and business meetings were held until June, 1847, when the New Bedford Guards, who by their discipline, soldierly deportment, numerical strength and martial bearing had won the highest praise from the military authorities of the State, ceased to exist.

In 1846 the committee appointed by the annual town meeting to suppress the liquor traffic was instructed to call upon every family in town and ascertain their position on the temperance question and whether they would sign a total abstinence pledge.

In the year 1847, at a special town meeting held January 23, the question of a city charter was referred to a committee of twenty citizens: J. H. W. Page, George Howland, Jr., Sampson Perkins, John Baylies, Horatio A. Kempton, Thomas Mandell, George Hussey, Henry H. Crapo, Abraham Barker, John H. Gifford, William H. Taylor, Henry Taber, James H. Collins, Edward W. Green, I. D. Hall, G. M. Robinson, Ward M. Parker, Thomas A. Greene, Ephraim Kempton, Seth Russell. The committee reported a form of charter to a meeting held February 6, several amendments being made by the meeting. A warm discussion followed, but finally the committee was instructed to petition the General Court for an act granting New Bedford a city charter. Another town meeting was held March 8 to further consider the subject, but adjourned without action. On March 18, 1847, an election was held upon the acceptance of an "Act to Establish the City of New Bedford," the vote resulting: For, 1,150; against, 814.

Among the deaths occurring in this period (1840-1847) were the following:

William Howland, May 4, 1840, aged 84.  
 Nathaniel Rogers, November 31, 1840, aged 56.  
 Captain Joseph Dunbar, July 20, 1841, aged 54.  
 Weston Howland, August 6, 1841, aged 78.

Joseph Ricketson, October 9, 1841, aged 71; cashier of the New Bedford Commercial Bank, a man of unblemished character and great usefulness.

John Hathaway, January 16, 1842, aged 87; a pensioner of the Revolution and the oldest citizen at the time of his death.

Thurston Potter, June 16, 1844, aged 86.

Elihu Russell, July 24, 1844, aged 80.

Deacon James Tripp, August 8, 1844, aged 65; one of the original members of William Street Baptist Church.

Benjamin Drew, March 18, 1847, aged 80; a soldier of the Revolution.

Captain Stephen Merrihew, June 15, 1847; a prominent and highly respected citizen of the town.

In the following list is preserved the names of the selectmen of the town of Dartmouth from 1682 until the setting off of New Bedford in 1787, and from that year until the city of New Bedford was incorporated in 1847. The original spelling of the records is preserved:

- 1682-83-84—John Rusel, Arthur Hathaway, John Cooke.
- 1685—Seth Pope, Jonathan Russell, Thomas Taber.
- 1686-87—Joseph Tripp, Seth Pope, Jonathan Delino.
- 1688—Abraham Tucker, James Tripp.
- 1689—Seth Pope, Jonathan Delino, James Sison.
- 1692—Thomas Taber, Joseph Tripp, Thomas Brigs.
- 1693—Thomas Taber, John Akin, George Cadmus.
- 1694—Thomas Taber, Abraham Tucker, George Cadmus.
- 1695—Jonathan Delino, Recompense Kirby, William Soal.
- 1696—Jonathan Delino, Abraham Tucker, George Cadman.
- 1697—George Soul, Isaac Pope, Benjamin Howland.
- 1698—George Cadman, John Tucker, Jonathan Dilinay.
- 1699—Thomas Taber, Nathaniel Howland, Joseph Tripp.
- 1700—Eliezer Smith, Thomas Hadaway, Thomas Rogers.
- 1701-02—Joseph Tripp, William Soul, James Samson.
- 1703-04—Jonathan Delano, John Tucker, Philip Taber.
- 1705—William Spooner, Thomas Getchel, Joseph Hix.
- 1706—Joseph Tripp, Deliverance Smith.
- 1708—Joseph Tripp, Deliverance Smith, Thomas Taber, Jr.
- 1710—Joseph Tripp, Deliverance Smith, John Aken.
- 1711-12—John Russell, John Taber, John Tripp.
- 1713-14—John Tripp, John Taber, Gersham Smith.
- 1716—Phillip Taber, John Akin, John Taber.
- 1717—Deliverance Smith, Thomas Taber, Jr., George Lawton.
- 1718—Jonathan Deleno, Nathaniel Soule, John Tripp.
- 1719-20-21-22—John Akin, Phillip Taber, Thomas Taber, Jr.
- 1723—John Akin, Beriah Goddard, Jacob Taber.
- 1725-26—John Akin, Philip Taber, Jacob Taber.
- 1727—Beriah Goddard, Isaac Howland, Jacob Taber.

- 1728-29—Beriah Goddard, Henry Howland, Stephen West, Jr.  
 1730—Jacob Taber, Timothy Shearman, Isaac Wood (elected but refused); John Tripp, Beriah Goddard, James Howland, Stephen West, Jr.  
 1731—James Howland, Stephen West, Jr., John Tripp.  
 1732—Stephen West, Jr., James Howland, John Tripp.  
 1733—John Tripp, James Howland, Benjamin Allen.  
 1734—Jacob Taber, John Tripp, John Akin.  
 1735—John Tripp, Joseph Tucker, Benjamin Allen.  
 1736—Benjamin Allen, Joseph Tucker, Isaac Wood.  
 1737—John Tripp, Holden Slocum, Benjamin Allen.  
 1738—Nathaniel Soul, Holden Slocum, Benjamin Allen.  
 1739—Benjamin Allen, Holden Slocum, Nathaniel Soul.  
 1740—Captain Samuel Willis, James Allen, Jonathan Sisson.  
 1741—John Tripp, Humphry Smith, Stephen West.  
 1742—John Tripp, Humphry Smith, Stephen West, Jr.  
 1743—Jedediah Wood, Jonathan Taber, Humphry Smith.  
 1744—Moses Mendal, Humphry Smith, James Tripp.  
 1745—Jedediah Wood, Humphry Smith, Moses Mendal.  
 1746—Humphry Smith, Jedediah Wood, Jonathan Taber.  
 1747—Humphry Smith, John Soul, Jonathan Taber.  
 1748—Captain Lemuel Pope, Humphry Smith, Jedediah Wood.  
 1749—John Wing, Jedediah Wood, Richard Pierce. (Jedediah Wood refusing, Peleg Hudelstone was chosen).  
 1750—Humphry Smith, Jedediah Wood, Thomas Hathaway.  
 1751—John Shepherd, Jirah Swift, Jedediah Wood.  
 1752—Captain Nathaniel Sole, Peleg Smith, Jirah Swift.  
 1753—Peleg Smith, Jirah Swift, Captain Nathaniel Sole.  
 1754—Richard Cornal, William Hart, James Hathaway.  
 1755-56—Jireh Swift, John Soule, Benjamin Akin.  
 1757—Jethro Hathaway, Christopher Cadman, Holden Slocum.  
 1758—Humphry Smith, Jireh Swift, Christopher Cadman.  
 1759-60—Humphry Smith, Walter Spooner, Christopher Cadman.  
 1761-62-63-64—Humphry Smith, Walter Spooner, Ezekiel Cornell.  
 1765—Humphry Smith, Walter Spooner, Daniel Wood.  
 1766-67-68-69—Walter Spooner, Daniel Wood, Giles Slocum.  
 1770-71—Walter Spooner, Walter Davis, Giles Slocum.  
 1772—William Davis, Giles Slocum, Seth Russell.  
 1773-74-75-76-77—Jabez Barker, Jr., William Davis, William Tallman.  
 1778—Aulden Spooner, Thomas Kempton, Benjamin Russell, Jr., Job Almy.  
 1779—William Davis, Richard Kirby, Benjamin Russell, Jr., Meletiah Hathaway, Thomas Kempton, Aulden Spooner, Benjamin Church.  
 1780—Richard Kirby, Benjamin Russell, Alden Spooner, William Davis, Thomas Kempton, Meletiah Hathaway.  
 1781—Benjamin Russell, Pardon Cook, William Davis.  
 1782—Edward Pope, Jabez Barker, Stephen Peckcom.  
 1783-84-85—Ebenezer Willis, Jabez Barker, Stephen Peckcom.  
 1786—Ebenezer Willis, Henry Smith, William Almy.  
 1787—John West, Isaac Pope, William Tallman.

This was the first board of selectmen chosen for the newly erected town of New Bedford:

1788-89-90-91-92—Walter Spooner, William Tallman, Stephen Hathaway.

- 1793—William Tallman, Ebenezer Keen, Bartholomew Aikin.
- 1794-95-96—Walter Spooner, William Tallman, Isaac Shearman.
- 1797—Alden Spooner, William Tallman, Isaac Shearman.
- 1798-99—Alden Spooner, William Tallman, Joseph Bennett.
- 1800-01—William Tallman, Alden Spooner, Kelley Eldredge.
- 1802—William Tallman, Simpson Hart, Kelley Eldredge.
- 1803—Alden Spooner, Cornelius Grinnell, Joseph Bennett.
- 1804—Roger Haskell, Bartholomew Aikin, James Taber.
- 1805—Bartholomew Aikin, James Taber, Silas Kempton.
- 1806—James Taber, Roger Haskell, Thomas Nye, Jr.
- 1807-08-09—Alden Spooner, Roger Haskell, Thomas Nye, Jr.
- 1810—Alden Spooner, Roger Haskell, Killey Eldredge.
- 1811—Alden Spooner, Roger Haskell, Joseph Church.

In 1812 the town of Fairhaven was set off from New Bedford.

- 1812-13—Roger Haskell, Samuel Perry, Manasseh Kempton.
- 1814—Roger Haskell, Samuel Perry, Captain William Hathaway.
- 1815—Samuel Perry, Manasseh Kempton, Joseph Ricketson.
- 1816—Joseph Ricketson, Jonathan Swift, James Howland, Jr.
- 1817—James Howland, Jr., William Hathaway, Manasseh Kempton.
- 1818-19—Manasseh Kempton, William Hathaway, Dudley Davenport.
- 1820—Roger Haskell, William Hathaway, Eli Haskell.
- 1821—Eli Haskell, Gideon Howland, Jr., William Hathaway.
- 1822—Eli Haskell, Gideon Howland, Jr., Killey Eldredge.
- 1823—William Hathaway, Elkanah Tallman, Ephraim Kempton.
- 1824—Ephraim Kempton, William Hathaway, Joseph Bourne.
- 1825-26—William Hathaway, Joseph Bourne, Ephraim Kempton.
- 1827-28—Joseph Bourne, William Hathaway, Ephraim Kempton.
- 1829—Joseph Bourne, William C. Nye, Thomas Mandell.
- 1830-31—William C. Nye, Thomas Mandell, Joseph R. Shiverick.
- 1832—Alfred Gibbs, Eli Haskell, Ephraim Kempton.
- 1833—Charles W. Morgan, James B. Congdon, Samuel Little.
- 1834—Charles W. Morgan, James B. Congdon, Thomas Nickerson.
- 1835—James B. Congdon, Joseph R. Shiverick, Thomas Nickerson.
- 1836—James B. Congdon, Samuel Tobe, E. N. Chaddock.
- 1837—James B. Congdon, Thomas B. Bush, Ephraim Kempton.
- 1838-39—James B. Congdon, Thomas B. Bush, John P. West.
- 1840—James B. Congdon, Ephraim Kempton, John P. West.
- 1841—Samson Perkins, Edward W. Greene, Rodney French.
- 1842-43-44-45—Ephraim Kempton, James B. Congdon, George Howland, Jr.
- 1846—George Howland, Jr., John Baylie, Horatio A. Kempton.

## CHAPTER XXVII.

### The First Years as a City, 1847-1860.

The city charter, adopted March 18, 1847, divided the city into six wards, and on April 28 the city government organized with the following officials:

Mayor—Abraham H. Howland.

Alderman Ward 1—John Avery Parker.

Alderman Ward 2—Thomas B. White.

Alderman Ward 3—Ivory H. Bartlett.

Alderman Ward 4—William H. Taylor.

Alderman Ward 5—James B. Wood.

Alderman Ward 6—Edward W. Howland.

Councilmen Ward 1—Abraham Gardner,

—Joseph Clarke,

—Clement Covell,

—Jere. Greenman.

Councilmen Ward 2—Perry G. Macomber,

—Isaac M. West,

—Pardon Potter, Jr.,

—Abraham Delano.

Councilmen Ward 3—Peleg Butts, Jr.,

—Isaac Brownell,

—James Durfee, Jr.,

—Bennett Wilcox.

Councilmen Ward 4—L. Macomber,

—Caleb L. Ellis,

—William H. Allen,

—Daniel McKenzie.

Councilmen Ward 5—James B. Congdon,

—Lemuel Kollock,

—Francis Baker,

—Charles R. Tucker.

Councilmen Ward 6—B. P. Howland,

—James L. Pierce,

—Josiah S. Bonney,

—Nathaniel Gilbert.

Overseer of the Poor Ward 1—Obed Nye.

Overseer of the Poor Ward 2—Horatio A. Kempton.

Overseer of the Poor Ward 3—Robert Ingraham.

Overseer of the Poor Ward 4—William A. Gordon.

Overseer of the Poor Ward 5—David Brayton.

Overseer of the Poor Ward 6—Edward W. Howland.

Assessor Ward 1—George A. Bourne.

Assessor Ward 2—I. M. Richardson.

Assessor Ward 3—Ichabod Chase.

Assessor Ward 4—John R. Thornton.

Assessor Ward 5—Barnabas S. Perkins.  
Assessor Ward 6—Benjamin R. Sayer.

School Committee Ward 1—George A. Bourne,  
—Linneas Wood,  
—Daniel C. Bent.  
School Committee Ward 2—Sylvester Holmes,  
—Horatio A. Kempton,  
—Luther G. Hewins.  
School Committee Ward 3—William H. Stowell,  
—Thomas Davis,  
—William W. Sweet.  
School Committee Ward 4—Rufus Babcock,  
—Charles Haffords,  
—Thomas D. Elliot.  
School Committee Ward 5—Thomas A. Greene,  
—George Howland, Jr.,  
—William Howe.  
School Committee Ward 6—Henry H. Crapo,  
—William P. Howland,  
—Francis Post.

On Wednesday afternoon, April 28, 1847, the inaugural ceremonies were held in the Common Council chamber. The oath of office was administered by Hon. Oliver Prescott, and prayer was offered by Rev. Moses Howe. The newly obligated first mayor of the city, Abraham H. Howland, delivered a lengthy address in which he referred to New Bedford as a city of 16,000 population, annually appropriating from \$70,000 to \$80,000 for city purposes. At the conclusion of the mayor's address, James B. Congdon was elected president of the Common Council; Henry H. Crapo, city treasurer and collector; Isaac M. Richardson, city clerk. The school committee organized by electing Thomas A. Greene chairman and William Howe secretary. Timothy Ingraham was chosen the first city marshal, and given two assistant marshals—Shubael G. Edwards and William O. Russell. Six policemen were appointed: Thomas Davis, George W. Shearman, Daniel Ripley, Lewis G. Allen, Marshall B. Bird, Joshua P. Dunbar. Eight watchmen also guarded the young city: Otis H. Horton, captain; Calvin Harvey, Ichabod Coggeshall, James N. Sampson, Thomas Albert, John C. Bunker, John Allen, Winthrop Adams.

The city at this time was enjoying a condition of great prosperity, due to a large extent to the whaling industry, and the new city entered upon its career as a municipality under most favorable circumstances. The establishment of the city charter seemingly gave great satisfaction to a majority of the people, the prevailing sentiment being voiced in a strong editorial in the "Mercury," which closed in the following: "Success to the city of New Bedford. May she ever be foremost in good works, ever be eminent as the friend of freedom, liberality, good will,

education and Christianity. To the latest generation may she be a burning and a shining light. May she be illuminated with the oil of gladness and blessed with plenty and prosperity."

The first Independence Day celebration was one of especial interest. Excursion boats brought 1,700 visitors from Edgartown and Nantucket, and many hundreds came from surrounding towns. The day was given over to patriotic rejoicing. The parade, headed by General James D. Thompson, marshal of the day, was enlivened by the New Bedford Guards, under Captain Seth Russell, and the Citizens' Band, while in line were the entire city government, civil officers, lodges of Free Masons, Odd Fellows, Sons of Temperance, many citizens, and the fire departments of New Bedford, Fairhaven and Nantucket. An oration was delivered by J. A. Kasson, and a grand display of fireworks in the evening closed the celebration.

On January 10, 1847, the new almshouse on Clark's Point was opened with public service.

The making of daguerreotypes was begun in the same year in New Bedford by C. E. Hawes & Brothers, in their rooms in Liberty Hall. The "Mercury" announced in strong headlines the receipt of news only "twenty-eight days later from Europe."

The "Dudley Davenport" fire, one of the fiercest ever experienced in the history of the city, occurred May 18, 1848.

An item of interest not to be overlooked in this early period of city history is the unusual attention given to the care of the streets. In 1848 there were thirty miles of streets in the settled portion of the city, twenty miles of which were graded, curbed and flagged. The attention given by the government to this feature of city improvement has proved an example succeeding administrations have found worthy of emulation, and New Bedford can boast of her well kept streets.

Public sewers were built through portions of Union and Middle streets in 1852; through School, Kempton and Spring streets in 1853; William and Maxfield streets in 1854; Hillman and Bush streets in 1855; Merrimac, Kempton, Bedford, Third and Sycamore streets in 1857.

Father Matthew, the great apostle of temperance, came to the city in September, 1849, several hundreds signing the total abstinence pledge as a result of his labors. In 1849 Asiatic cholera claimed several New Bedford citizens as its prey, but the disease was not epidemic.

Solemn funeral services in memory of President Zachary Taylor were held Tuesday, August 6, 1850, in the North Christian Church. A long and representative procession was formed at city hall at midday, under the direction of General James D. Thompson, with Major George A. Bourne and Colonel James H. Collins serving as his aides, with the assistance of Colonel David Baker and twenty-one citizens. The military, fire department and Masonic lodges and civil societies joined in the

procession, which moved to the rhythm of slowly tolling bells and the firing of minute guns.

The Free Public Library, located at 139 Union street, was opened to the public March 3, 1853. In 1854 the "Point Road" was laid out and graded to a width of eighty feet. Later the name French avenue was bestowed in honor of Rodney French, under whose administration as mayor this pleasure drive was opened to the public.

On the night of October 18, 1854, the fire occurred in Horatio A. Kempton's lumber yard; and on the night of November 6 the famous Liberty Hall building was entirely destroyed. This was one of the historic buildings of New Bedford, and stood on the lot at the corner of Purchase and William streets, given in 1795 to the First Congregational Church by William Rotch. A church was built and occupied by the society until the completion of the stone church at the corner of Eighth and Union streets, when the building was sold and became Liberty Hall. It was used for lectures, political meetings and entertainments; was enlarged from time to time, and about 1846 stage and scenery rendered it a favored place of theatrical entertainment. From its stage those great apostles of freedom, William Lloyd Garrison, Wendell Phillips, Frederick Douglass, Stephen Foster, Theodore Parker, Parker Pillsbury and Henry Ward Beecher, thundered forth their anathemas against the slave trade, and in eloquent periods pleaded the cause of the lowly and the oppressed. The bell, known as "New Bedford's Liberty Bell," often rang out its warning to the fugitive slave that danger was nigh. This bell was bought February 18, 1796, of Captain Silas Jones, of Nantucket, the purchase price, \$255, being raised by subscription. The second largest subscription of six dollars was made by a colored man, Aaron Childs; the largest, ten dollars, by Thomas Pope. In the fire which ended the career of the old hall, the bell was melted, but the metal was rescued when the ruins cooled, tea bells and other articles were made from it, and in many homes are yet preserved as souvenirs of the past.

The old-time "Ark" riots of 1826 and 1829 were paralleled in 1856, and from a similar cause. For weeks there had been an undercurrent of dissatisfaction over conditions which had become prevalent on Howland and South Water streets; in fact, the eastern section along the river front was in bad repute. Dance halls, gambling houses, saloons and hotels abounded; fights, robberies and every sort of crime prevailed; and, finally, conditions reached a climax in murder. There were many signs prevalent which warned the authorities that mob law was intended, and the municipal authorities, with Mayor George Howland, Jr., prepared to enforce the observance of the law. But the mob perfected their plans, and on Saturday night, April 19, 1856, the Howland street riot occurred. The building at No. 17 was torn down and burned, and when the fire department arrived they were unable to fight the flames, the

rioters cutting the leading length of hose. The police were helpless and the City Guards, under Captain Timothy Ingraham, did little effective work. At midnight the mob dispersed and the riot was over.

The greatest fire in the history of the city began at noon on August 24, 1859, in the engine room of William Wilcox's planing mill, on the east side of Water street, now the site of the Tillinghast mill. A strong southeast wind was blowing at the time, and the fire spread rapidly, leaping across the street along the wharves, and soon shops, factories, stores, buildings and ships were a mass of flames. Cargoes of oil stored along the wharves caught fire, and the ship "John and Edward," lying at the Richmond & Wilcox Wharf, was a mass of flames from deck to masthead. The oil at this point ran from the wharf to the water and at one time a considerable area of the river was literally a sea of fire. By nightfall the fire had spent its fury and the danger was over. Several buildings had been blown up by the engineers in order to stop the spread of the flames. The total destruction of property, according to the books of the board of engineers, was \$254,575, with less than \$7,000 insurance. The sad feature of this fire was that the loss fell principally upon a class of industrious, worthy men, many of whom saw the hard earnings of years swept away in the flames. Some lost not only their business, but their homes; yet out of it all came the new era of "better fire protection." The old "tubs" were relegated to the rear, the steam fire engine came to the front, and a final result was the present efficient fire department.

During the five years of 1847-1852, some of the prominent streets of the city were opened:

1847—Walden street from Maxfield to Sycamore; Sycamore from Walden to County; Franklin from County to Purchase; Orchard from Hawthorn to Arnold.

1848—Walnut from Water to the river; Mill from Hill to County; Arnold from County to Orchard; Grinnell from County to Bonney street; Pleasant from Franklin to Pope; Hathaway road from Perry's Neck road to Smith Mills road; Nash road from Acushnet avenue to Perry's Neck road; School from Seventh to County; South Second to Griffin street; Bonney from Allen to Washington; Hillman from North Second to North Water street.

1849—Hillman from Summer to Chestnut; Cedar from North to Smith; Elm from Summer to Ash.

1850—Pope from County to Purchase; Parker from County to wood land of Dr. A. Reed; Bush from County to Orchard; Summer from Kempton to Hillman; Charles from Kempton to County; Ray from Pearl to County; Merrimac from Ray to Purchase; Mill from Cedar to County; North from Cedar to County; Hillman from Chestnut to Cedar; Cypress from Kempton to Hillman; First from Union to William; Chestnut from Hillman to Smith; Fourth from Bedford to A. Gifford's land; Union from Orchard to Cottage.

1852—Parker from Cummins to Oak Grove Cemetery; Crapo from Grinnell to South; Sycamore from Chestnut to County; Sycamore from

Pleasant to Walden; Sycamore from Chestnut to Cedar; Pearl from Purchase to Pleasant; Orange from Grinnell to South; Cottage from Hawthorn to Bedford; Pleasant from Franklin to Merrimac; State from Willis to Franklin; Forest from County to Bonney.

During the same period (1847-1852) there were recorded the deaths of the following well known citizens:

- John Taber, October 19, 1847, aged 75.  
Abraham Shearman, December 26, 1847.  
Ephraim Delano, January 8, 1849, aged 79.  
Manassah Kempton, February 6, 1849, aged 83.  
Robert Wait, April 30, 1849, aged 73.  
Captain John Howland, November 9, 1849, aged 73.  
Captain David Jenney, November 10, 1849, aged 82.  
Captain David Brayton, January 23, 1850, aged 66.  
Captain Noah Stoddard, January 20, aged 95; a soldier of the Revolution.  
Cornelius Grinnell, April 10, 1850, aged 92.  
Desire Howland, June 28, 1850, aged 81.  
James Hathaway, October 22, 1850, aged 60.  
John Howland, October 10, 1851, aged 70.  
William Tallman, April 19, 1852, aged 92.  
John Avery Parker, December 30, 1852, aged 84; one of the most influential men of his day.



## CHAPTER XXVIII.

### The Civil War Period.

Lukewarm as New Bedford had been in former wars, nothing but praise is her due for the support given the government in the war between the States, 1861-1865. In response to President Lincoln's first call, the New Bedford Guards, Company L, Third Regiment Massachusetts Militia, stood in line on the morning of April 16, 1861, four days after the attack on Fort Sumter. Ex-Governor John H. Clifford closed his address to the departing soldiers with these words: "Go in peace about your families; your fellow citizens will see to it that those you leave behind shall want for nothing while you are gone. We shall hear from you on the field of duty, and that not one has failed wherever he may be. God keep you safe under His care and bring you back with untarnished glory, to be received by your fellow citizens with hearty joy and honor." They were then escorted to the station, and thus went the first of the 3,200 men furnished by New Bedford during the war, that being 1,110 men over the number demanded by the government.

Home defence was undertaken by putting Fort Phoenix in good order, and the erection of a sand battery on Clark's Point, which mounted three twenty-four-pounders. The Ladies' Soldiers' Relief Society was formed, and work was at once begun by the ladies. In their patriotic work, the society reflected great credit upon the city. The official report says the society donated in cash over \$20,000; in cotton goods and flannels, \$4,000; and in hospital stores, \$6,000. The report of the Society for the Comfort and Relief of Our Soldiers in Hospitals shows that they furnished among other things: 5,904 flannel shirts, 3,887 pairs of drawers, 4,573 pairs of woolen socks, 1,790 towels, 94 coats, 76 waist coats, 120 collars, 1,000 handkerchiefs, 368 cravats, 314 dressing gowns, 1,837 pocket handkerchiefs, 300 pairs of trousers, 148 napkins, 679 pairs of slippers, 265 pairs of woolen mittens, 524 blankets, 515 sheets, 673 pillows, 750 quilts, 988 canes, and 1,280 woolen undershirts. In addition \$500 was given by a lady to pay soldiers' wives for sewing. Mrs. Joseph Delano was president of the society organized April 11, 1861; Mrs. Lawrence Grinnell, vice-president; Mrs. William Eddy, secretary-treasurer.

The city authorities were most generous in financial support of all war measures, and gave every aid. Companies A, Captain Henry F. Thomas; B, Captain William S. Cobb, and C, Captain George A. Bourne, were formed for home defence; and an artillery company was organized under the command of General James D. Thompson to garrison the forts, an appropriation of \$5,000 being made for the maintenance of the home and coast guard.

Among the field and staff officers of the Third Regiment Massachusetts Volunteer Infantry mustered into the service April 23, 1861, were the following New Bedford men: David W. Wardrop, colonel; John H. Jennings, major; Alexander S. Holmes, surgeon; Johnson Clark, assistant surgeon; Austin S. Cushman, adjutant; Albert C. Magg, sergeant-major; Frederick S. Gifford, quartermaster-sergeant.

The line officers of Company L (New Bedford Guards) who marched away April 16, 1861, were: Timothy Ingraham, captain; James Barton, first lieutenant; Austin S. Cushman, second lieutenant; Samuel Hart, first sergeant; William M. Bales, Elisha Doane, Thomas S. Palmer, sergeants; Nathan B. Mayhew, Walter D. Keith, Timothy D. Cook, Jr., Anthony D. Lang, corporals. Privates, seventy-seven.

The company performed their three months' term of enlistment in honor, rendered effective service and was mustered out of the service at Boston, July 22, 1861.

In October, 1861, Company D, Twenty-third Regiment Massachusetts Infantry, was recruited in New Bedford, most of the men of the company being residents of the city. When they departed the officers of the company were: Cornelius Howland, Jr., captain; Samuel C. Hart, first lieutenant; Anthony Lang, second lieutenant.

The Twenty-third saw hard service, and inscribed upon their regimental battle flag are the battles of Roanoke, Newbern, Rawles Mills, Kinston, Goldsboro, Wilcox Bridge, Newton, Smithfield, Heckman's Farm, Arrowfield Church, Drury's Bluff and Cold Harbor. They were mustered out at Readville, July 12, 1865.

The Fifth Battery was the outgrowth of the artillery company organized at New Bedford for coast defense in the summer of 1861. A large proportion of its officers and men were New Bedford citizens, and when the battery left for the front the following New Bedford men were its officers: Max Eppendorf, captain; John B. Hyde, first lieutenant; Robert A. Dillingham, second lieutenant; Timothy W. Terry, quartermaster-sergeant.

The battery armament was four rifled six-pounders and two twelve-pounders, all of which were exchanged in 1862 for three-inch guns. The battery was one of the fighting units of the Army of the Potomac, and by orders from headquarters was authorized to emblazon on its flag: Yorktown, Hanover Court House, Mechanicsville, Gaines Mills, Malvern Hill, Second Bull Run, Fredericksburg, Chancellorsville, Gettysburg, Rappahannock Station, Mine Run, Wilderness, Spottsylvania, North Anna, Bethesda Church, Petersburgh, Weldon Railroad and Hatcher's Run. Mustered out June 12, 1865.

Company I, Thirty-third Regiment Massachusetts Infantry, was recruited from New Bedford. Colonel A. G. Magg, commanding, was a New Bedford man, and the regimental band was under the leadership of

Israel Smith, of New Bedford. When Company I left New Bedford the officers were: Elisha Doane, captain; James P. Chapman, first lieutenant; Charles H. Nye, second lieutenant. After gallant service the regiment was mustered out June 11, 1865, was accorded an enthusiastic welcome in Boston, and served with a collation in Faneuil Hall.

The Thirty-eighth Regiment Massachusetts Infantry was mustered into the service August 12, 1862, with Colonel Timothy Ingraham and Lieutenant-Colonel William L. Rodman, both of New Bedford. Company H, of this regiment, was recruited in New Bedford, and when it left for the front was officered by Captain Thomas R. Rodman, of New Bedford, and Second Lieutenant Charles C. Howland, also a New Bedford man. The Thirty-eighth, after the completion of an enviable record, was mustered out at Gallup's Island, Boston, July 13, 1865. The Thirty-eighth fought in the battles of Bisland, Port Hudson, Cane River, Mausena, Opequan, Fisher's Hill and Cedar Creek.

Companies E, F and G, Third Regiment Massachusetts Infantry, were from New Bedford. The regiment rendered three months' service at the beginning of the war under Colonel Wardrop, and in October, 1862, was recruited for nine months' service under Colonel S. P. Richmond. The following New Bedford men were attached to his staff: Lieutenant-Colonel James Barton; Quartermaster Bethuel Penniman, Jr.; Sergeant-Major Joseph E. Nye; Quartermaster-Sergeant Theodore A. Barton. The officers of Company E were: John A. Hawes, captain; William E. Mason, first lieutenant; James L. Sharp, second lieutenant; Daniel A. Butler, Joseph E. Nye, Charles L. Tobey, James C. Hitch, Isaac A. Jennings, sergeants; John H. M. Babcock, Francis Herley, George R. Paddock, Alexander M. Brownell, Frank H. Kempton, Henry H. Potter, Franklin K. S. Nye, Sylvester C. Spooner, corporals.

Company F—George R. Hurlburt, captain; William H. (3) Allen, first lieutenant; Jonathan W. Davis, second lieutenant; Patrick Canavan, James H. Williams, Frederick A. Plummer, Joseph C. Brotherson, Charles H. Walker, sergeants; Charles A. Gould, James Smith, Zacheus H. Wright, Andrew Dexter, John H. Ricketson, Frederick Hoffman, C. W. Cleveland, Henry Kohn, corporals.

Company D—William S. Cobb, captain; Henry W. Briggs, first lieutenant; James L. Wilber, second lieutenants; Charles West, William H. Chase, John W. Look, Abel Soule, Roland W. Snow, sergeants; Simeon Webb, Thomas H. Hammond, William G. Hammond, Andrew Potter, William Eldredge, John L. Flynn, George W. Perry, Ira P. Tripp, corporals.

The official record of this regiment says: During the campaign the regiment was transported by steamers and railroad more than two thousand miles, and marched more than four hundred miles over the swampy roads of North Carolina, most of it being done during the most inclement

season. It bivouacked upon the ground without shelter when the water froze in canteens, and also marched when the thermometer averaged 107 degrees in the shade. During a portion of the time more than two hundred men were furnished for extra duty as mechanics, and a number were detailed as overseers of "contrabands" and others. The regiment was mustered out at Camp Joe Hooker, near Boston, June 22, 1863.

Company A, Forty-first Regiment Massachusetts Infantry, was raised in Bedford in August, 1862, and was largely composed of New Bedford men. On November 1, 1862, the regiment was mustered into the service for three years, and when it left for the front Company A was officered by the following New Bedford men: John F. Vinal, captain; James W. Hervey, first lieutenant; Eliphalet H. Robbins, second lieutenant.

The Forty-first was furnished cavalry equipment, May 11, 1863, and named the Forty-first Mounted Rifles. On June 17, 1863, by special order, they were created a permanent mounted regiment, and for the rest of its service was known as the Third Massachusetts Cavalry. From June 25, 1864, until February 18, 1865, they were on duty as infantry, returning to their cavalry organization on the last named date. In May, 1865, the original members of the Forty-third Regiment were mustered out and left for home. The regiment took part in the Grand Parade at Washington, May 23, 1865; performed further service at Fort Leavenworth, Kansas, and Fort Kearny, Nebraska, and after a continuous service of thirty-five months was mustered out October 8, 1865. Major John F. Vinal was promoted lieutenant-colonel, September 2, 1864. On the regimental flag were inscribed the battles of Irish Bend, Henderson Hill, Cane River, Port Hudson, Sabine Cross Roads, Muddy Bayou, Snag Point, Bayou de Glaize, Yellow Bayou, Opequan Creek, Fisher's Hill and Cedar Creek.

Company D, Forty-seventh Regiment Massachusetts Infantry, was recruited in the fall of 1862 for nine months' service, and was largely composed of New Bedford men. Austin S. Cushman was major of the regiment, the officers of Company D being: Captain Joseph Bent, Jr., First Lieutenant William H. Topham, Second Lieutenant Samuel G. Blaine. The regiment was mustered out September 1, 1863, having been on special duty at New Orleans principally.

The Fifty-fourth Regiment Massachusetts Infantry was the first regiment of colored soldiers raised in the State, and was commanded by Robert G. Shaw, whose memory is preserved in the beautiful monument on Boston Common. Company C was recruited in New Bedford, and forty-six men were from the city. Officers: Captain James W. Grace; Sergeants William H. W. Gray, Wesley Furlong, William H. Carney, Warton A. Williams, George H. Lee; Corporals James H. Buchanan, George Delevan, David S. Fletcher, James H. Goding, William D. Kel-

ley. The regiment left for the seat of war May 28, 1863, and was mustered out on Boston Common, September 1, 1865. The record of the regiment was an honorable one, and its flag bore the names of the following battles: Fort Wagner, the several engagements before Charleston, Olustee, James Island, Honey Hill and Boykin's Mills. At Fort Wagner, July 17, 1863, these colored men forever established the fact that for bravery and endurance they are the peer of any. It was during the assault on Fort Wagner that Sergeant William H. Carney, of New Bedford, seeing that the regimental color bearer was disabled, threw away his gun, seized the colors, made his way to the head of the charging column, and after the charge, although twice shot, brought the colors back and proudly proclaimed, "The old flag never touched the ground, boys!"

Company B, of the Third Regiment Massachusetts Heavy Artillery, was raised in New Bedford in the spring of 1863, and with eight other companies was detailed for garrison duty at Massachusetts coast forts. This company (Sixth unattached) was officered by Captain John A. P. Allen, First Lieutenants T. Washburn Cook and William Cook, and Second Lieutenants Edwin Dews and Frederick S. Gifford. With other Massachusetts unattached companies it was given a regimental organization under the name of Third Regiment of Heavy Artillery, and in the fall of 1864 was ordered to report at Washington for duty in the defense of that city, and the record reads that they "executed well the duties assigned them." Captain Allen was promoted major, October 13, 1864, and later lieutenant-colonel. He was succeeded as captain by Edwin Dews. T. Washburn Cook was commissioned captain and assigned to another company.

Company B, Fourth Regiment Massachusetts Cavalry, was largely composed of New Bedford men, and went to the front commanded by Captain George R. Hurlburt, First Lieutenant Joseph C. Brotherson and Second Lieutenant James E. Mulligan. Several members of Company K were from New Bedford, and Company M, of the same regiment, was in command of Captain Lucius H. Morrill, with Second Lieutenant William T. Soule, both of New Bedford. The regiment performed valiant service and was mustered out November 14, 1865.

The last infantry regiment mustered into the United States service from Massachusetts was the Fifty-eighth, the organization being completed in April, 1864. The regiment was largely composed of men who had seen former service in the Civil War, and was really a regiment of veterans. Company E was raised in New Bedford, and left for the front under the command of Captain William E. Mason, First Lieutenant Charles A. Tobey, and Second Lieutenant Allen Almy. The regiment was commanded by Lieutenant-Colonel John C. Whittton, with Barnabas Ewen, Jr., major, and Theodore A. Barton, quartermaster. Few regi-

ments of the Union army rendered more loyal service or suffered more than the Fifty-eighth. The regimental colors bear the names of many battles, and in many engagements the regiment lost heavily. They fought in the Wilderness, Spottsylvania, North Anna, Cold Harbor, Petersburg, Weldon Railroad, Poplar Spring Church, Fort Sedgwick, Fort Mahone. The regiment paraded in the Grand Review at Washington, May 23, 1865, and was mustered out at Readville, Massachusetts, July 26.

The Fifteenth unattached company of infantry was raised in New Bedford and mustered in for one hundred days' service, July 29, 1864. The officers were: Isaac C. Jennings, captain; Henry H. Potter, first lieutenant; Thomas J. Gifford, second lieutenant. The company served in the seacoast forts of the State and elsewhere until mustered out, November 15, 1864.

In addition to more than furnishing its quota for the army, New Bedford sent about 1,336 men into the navy. The records show that from the very beginning enlistments were frequent, and that New Bedford men found positions either as officers, engineers or seamen on almost every vessel of the navy. Scores of New Bedford men are named as serving in the Atlantic and Gulf squadrons, with Dupont and with Farragut, and in every important naval battle or movement of the war. When the "Cumberland" was sunk in Hampton Roads, the last shot fired at her destroyer, the "Merrimac," was fired from her after pivot guns, Lieutenant William P. Randall, of New Bedford, being one of the officers in charge of those guns. A moment after that last shot, the "Cumberland" sank with her colors flying—a monument to the brave men who fought their guns against an impregnable floating fortress until the waves swept over them.

Acting Ensign John P. Zettick, of New Bedford, went down with the monitor "Tecumseh" in Mobile Bay, April 5, 1864, but miraculously escaped drowning, being an expert swimmer.

Among the officers of the navy who served during the Civil War from New Bedford were: Lieutenant Commander William P. Randall; Paymaster Gilbert E. Thornton; Acting Assistant Paymaster James H. Hathaway; Assistant Surgeon George F. Winslow; Acting Volunteer Lieutenants William H. Woods, Henry Arey, I. H. Eldredge; Gunner Felix Cassidy; Acting Masters Charles M. Anthony, Ezra S. Goodwin, Prince S. Borden, George P. Lee, Joseph A. Bullard, Henry R. Baker, Henry K. Lapham, Charles A. Crooker, Frederick Reed, James B. Wood, Jr., W. K. Tallman, Jr., Ira B. Studley, I. H. Ferney, Henry Arey, Henry D. Edwards; Acting Masters Mates George P. Gifford, Henry Few, C. P. Purrington; Acting Ensigns Henry Hathaway, John J. P. Zettick, James H. Barry, William Jenney, Jere H. Bennett, Charles W. Cleveland, Samuel H. Damon, Edward N. Rider, William H. Jennings, Ste-

phen E. Merrihew, Timothy Delano, Samuel G. Swain, James D. Babcock, James E. Carr, Ansel S. Hitch, Oscar F. Wixon, James B. Russell, George H. Drew, Calvin S. Wilcox, William C. Borden, John H. Chapman, William Ottawell.

The history of the "Stone Fleet" is the subject of a separate chapter.

Among the New Bedford men who served in an official capacity during the Civil War were: Brigadier-General Richard A. Pierce, on Governor Andrew's staff. Of the Eighteenth Regiment: Lieutenant-Colonel Timothy Ingraham, Lieutenant Sanford Almy, Commissary Sergeant William M. Ingraham, Principal Musician Cyrus A. Vaughn. Twenty-first Regiment: Lieutenant-Colonel Albert C. Magg, Lieutenant Freeman A. Taber. Thirty-third Regiment: Colonel Albert C. Magg, Captain Peleg C. Sears. Forty-fourth Regiment: Quartermaster-Sergeant Frederick S. Gifford. Fifty-fifth Regiment: Chaplain William Jackson. Fifty-eighth Regiment: Quartermaster Theodore A. Barton; Lieutenants Freeman C. Luce, William H. Caldwell and William E. Mason. Sixtieth Regiment: Sergeant-Major W. H. Caldwell. Second Heavy Artillery: Company F, Lieutenant Roland; Company L, Lieutenant Hillman. Fourth Heavy Artillery: Lieutenant-Colonel Samuel C. Hart, Chaplain Isaac H. Coe. Thirteenth Battery: Lieutenant Timothy W. Perry. Fourteenth Battery: Captain E. P. Nye. Sixteenth Battery: Captain Henry D. Scott. United States Cavalry: Captain Isaac C. Hart.

New Bedford as a municipality responded nobly to every demand made upon her generosity and patriotism to aid in a vigorous prosecution of the war. On July 10, 1862, \$7,500 was appropriated to establish a general hospital for sick and wounded soldiers, "provided the government should decide to locate one here." A bounty for volunteers was fixed at \$100 for each volunteer for three years' service, and \$26,000 was appropriated for this purpose. On August 15 the bounty was increased to \$250, and \$20,000 set apart for its payment. On August 29, \$200 was offered all volunteers for nine months' service, and \$25,000 appropriated for this expense. On October 21, \$5,000 additional was voted for the home and coast guard, and a further appropriation of \$20,000 made for bounties, which was increased to \$26,000 on December 13. During the four years' war the city expended \$125,495.85 for the support of the families of volunteers, and in addition \$177,000 in other ways on account of the war.

The cornerstone for a monument in commemoration of her gallant sons was laid with impressive ceremonies July 4, 1866, and dedicated July 4, 1866. The monument was designed by George F. Meacham, and is a worthy tribute to the soldiers and sailors of New Bedford who offered their lives for their country.

As in the Revolution and War of 1812, New Bedford suffered great

losses to her marine industries, and for the third time saw her vessels swept from the seas by enemy ships. The whaling fleet suffered heavily, the privateer "Alabama" in particular creating sad havoc. Of the forty-six vessels destroyed, twenty-five of them belonged to New Bedford. The estimated value of the whale ships destroyed was \$1,150,000, and of the oil, \$500,000. The value of property in New Bedford in 1860 was \$24,196,138; in 1865, \$20,525,790. This decrease was largely due to the effect of the war upon the whaling industry.

Scarcely were the joyous exercises over, commemorating the return of peace to the land, before the crudest blow ever dealt our nation was dealt by one of her own sons, and by an assassin's hand fell that great American, Abraham Lincoln, twice President of the United States, a man chosen of God to lead the American people at the most critical moment in their history, just as surely as was Moses chosen of God to lead the Israelites out of the land of Egypt, out of the house of bondage. The tolling of bells on the morning of April 15, 1865, heralded the sad news to New Bedford, and grief was everywhere apparent. The City Council met and passed resolutions which it is believed were the first adopted by a municipality. On April 15, at noonday, a religious service was held in the North Congregational Chapel. Addresses were made by Rev. A. H. Quint, William J. Potter, Thomas Skinner and others, the service being one of deep interest and solemnity, and a fitting expression of the grief felt over the loss of so great and so good a man.



## CHAPTER XXIX.

### The Quarter Century Following the Civil War.

New Bedford celebrated the two hundredth anniversary of the incorporation of the town of Dartmouth on September 14, 1864, although set off from that town in 1787. Invitations had been sent out broadcast to the sons and daughters of Dartmouth who had left her borders, and the response was gratifying. The celebration began with a procession headed by the New Bedford Brass Band, which marched to the North Christian Church, where exercises of a highly interesting character held the close attention of a very large audience. The orator of the occasion, William Wallace Crapo, delivered an eloquent address, historical in character, and replete with valuable information. At 2 o'clock a banquet was served to a large company of citizens and invited guests, after which toasts were offered and responded to by men of State and local prominence. An address that he had prepared was read by James B. Congdon, addressed to the mayor and aldermen of the city of Dartmouth, Devonshire, England. After being beautifully engrossed by George B. Hathaway and signed by the mayor, aldermen, councilmen and clerk of the city of New Bedford, and by the selectmen and town clerks of the towns joining in the celebration, the address was mailed to its English destination.

The first public work of importance undertaken by the municipality during the Civil War period was the furnishing of a supply of pure water. This question first came up in common council on March 8, 1860, and on July 26, 1860, a committee was appointed and \$300 set aside to be used in their investigations. The services of Captain Charles H. Biglow, a United States Army engineer in charge of the construction of the fort upon Clark's Point, were secured to assist the city engineer, George A. Briggs, and William F. Durfee, in making the first surveys and measurements. The first report of the committee, made December 21, 1861, clearly set forth the practicability of the plan to give the city a good water system, and recommended the Acushnet river as the source of supply. Public sentiment approved the plan, and an act for supplying the city of New Bedford with pure water was passed by the General Court on April 18, 1863. The act provided for the issue of water bonds to the amount of \$500,000, and conferred all needed authority for the prosecution of the work. The act was accepted by the city at an election held April 14, 1864, seven hundred and eighty-two votes being cast for, and five hundred and ninety-four against. The first board of water commissioners organized December 13, 1865, with William W. Crapo, chairman; Warren Ladd, David Kempton, and James B. Congdon, clerk. A dam was built across the valley of the Acushnet, seven miles north of

the city ; miles and miles of pipe were laid ; and during the closing weeks of 1869 the great undertaking was finished. The first superintendent of the water works was George A. Briggs, who served until 1871.

The decline of the whaling industry, begun by the ravages of the Civil War and completed by the discovery of petroleum, belongs in part to this period, as does the quick recovery from the stunning blow, and the fight for life and prosperity as a manufacturing city. New Bedford in this transition from an industry which was her very life, and upon which her wealth was founded and bound up, gave evidence of the greatness of her merchants, her business men and her manufacturers. First in the whaling industry which betrayed her, a substitute was found in cotton mannfacturing, and the city grew to as proud a position among manufacturing cities. Mills began operation in various parts of the city, and each year saw an increase in their number. In 1870 the Wamsutta corporation installed in a newly-finished mill a Corliss engine, which was then the largest stationary engine in the world.

In March, 1868, Charles Dickens visited the city and gave a public reading from "Pickwick Papers." The New Bedford Choral Association was organized in April, 1869, and began rehearsals for their part in the great Peace Jubilee held in Boston the following June. On September 8, 1868, a destructive southeast gale swept over the city which did a great deal of damage on the river and again destroyed the New Bedford and Fairhaven bridge. Although the damage was very great, there was some compensation in the fact that a result was the acquisition by the city of the franchise of the bridge corporation, at a cost of \$20,970.31. A new bridge was erected, the entire cost being about \$45,000, which in June, 1870, was completed and thrown open to the public, free of toll charge.

In 1872 a public meeting was held to aid the Chicago fire sufferers, and within two weeks \$20,000 in money and clothing had been sent to the stricken city.

Street railways, operated by horse-power, were inaugurated in 1872, and in 1873 the New Bedford & Taunton railroad passed under the control of the Boston, Clinton & Fitchburg Railroad Company.

On August 31, 1874, President Grant visited New Bedford, coming up the bay from Nantucket on the steamer "Monohansett," Captain Charles H. Smith. He was given a most hearty reception, immense crowds lining the streets through which the Presidential party passed, escorted by the Bedford City Guards and the Schouler Guards. At the City Hall, after an address of welcome by Mayor George B. Richmond, briefly responded to by General Grant, a reception was held, hundreds of citizens were introduced, and the greatest good feeling and enthusiasm were displayed. A dinner was served the distinguished guests at the Parker House.

On December 31, 1874, King Kalakua, King of the Hawaiian Islands, visited New Bedford, accompanied by his retinue. His welcome by the city authorities and citizens was most cordial, and the greatest courtesy shown him. The royal party were entertained at the Parker House, were shown the wonderful manufacturing establishments of the city, and were entertained at a noon reception at Mayor Richmond's home, where about one hundred shipmasters met the King, after which, under military escort, the party proceeded to the City Hall, where a public reception and banquet were given.

Several changes in the city charter were made in 1875, changes made necessary by the constantly increasing importance of New Bedford as a manufacturing city. The Citizens' National Bank was incorporated in 1875; the Fall River railroad was opened to travel on December 15 of the same year; and in the spring of 1876 the New Bedford railroad extended its tracks to the steamboat wharf to connect with the steamship line to New York, which had been established in June, 1874, with the new steamers, "City of New Bedford" and "City of Fitchburg."

The Fourth of July, 1876, the centennial year of American Independence, was observed with unusual ceremonies. Congress on March 13 passed a resolution recommending "the people of the several States to assemble in their counties and towns on the approaching centennial anniversary of our national independence, and that they cause to have delivered on that day an historic sketch of said county or town from the date of formation, and that copies of said sketch be filed in the clerk's office of said county, and in the office of the librarian of Congress." In accordance with this resolution the city council appointed a committee of arrangements and made an appropriation of \$4,000. The main feature of the day was a procession in three divisions, including the military and firemen of the city, Grand Army posts, disabled veterans in carriage, city officials, United States officers, and invited guests. At Liberty Hall an historical address was delivered by William W. Crapo, and which covered the entire period from the first settlement of the town of Dartmouth in 1664. The eloquent peroration may well be repeated here, as its noble sentiments are particularly pertinent in this day of armed conflict in the cause of democracy against autocracy: "The memory of the heroism and the patriotic devotion of those who struggled for our independence, and of those who gallantly contended for the preservation of the National Union, stirs our blood and arouses our emulation. We remember the brave men who would not be trampled on by tyranny, and the loyal men who suffered to perpetuate free institutions. We cannot forget the record, and we ought not to forget it. It inspires us with faithfulness and determination to meet the needs and requirements of the coming age; it stimulates us to labor strenuously for the highest welfare of our country, believing that America holds in trust the destinies of the world. We

are descended from a noble ancestry. We are proud of their achievements, and their history incites us to effort. Our birthright, this inheritance of the principles and sentiments which have made the Republic great imposes upon us grave responsibilities."

In October, 1876, the whaling industry again received a crushing blow in the loss of twelve ships in the Arctic ocean.

The years 1876 and 1877 were particularly notable in city growth and business development. Many new streets were opened, and the city was prosperous, although a period of general financial depression prevailed all over the country.

The gale of October 12, 1878, was the severest since 1869 and caused much damage. The bark "Sarah" sailed that morning on a whaling voyage, and when about forty miles off Block Island foundered and was lost.

In January, 1879, the railroad passed under the control of the Old Colony corporation, and in 1880 the Pairpont Manufacturing Company joined the Morse Twist Drill and Machine Company, the Wamsutta Mills, Potempska Mills, New Bedford Copper Company, and other manufacturing plants, in creating a newer and better New Bedford than had existed under its one industry of whaling and its allied branches. In 1881 came the telephone, introduced by the Southern Massachusetts Telephone Company; and in July of the same year the New Bedford Coöperative Bank was added to the city's financial institutions.

In 1882 the Acushnet Mills corporation, the Grinnell Manufacturing Company and the Oneko Woolen Mills Company were incorporated, and many important street extensions marked the year.

In 1884 the New Bedford Manufacturing Company was incorporated, and the New Bedford Board of Trade organized.

The year 1885 saw extensive street and sewer extensions. In July, 1886, the Edison Illuminating Company located an electric plant in the city. In 1887 the New Bedford Safe Deposit and Trust Company was incorporated. The same year land was purchased upon which the city erected stables.

In December, 1888, the Hathaway Manufacturing Company was organized; the Howland Mills were established the same year; the City Manufacturing Company, organized in April, began the erection of a mill in December, 1888, and the New Bedford Clearing House was formed September 1st.

In 1889 the Bennett Manufacturing Company was formed and on November 15 of the same year the Acushnet Coöperative Bank was organized.

Thus the city grew, and the first quarter century after the Civil War closed with New Bedford in number of spindles in operation standing third among the manufacturing cities of the county, Fall River being

first, and Lowell second. In number of looms, she was fourth, Manchester, New Hampshire, outranking her, with the two cities just named. But in quality of product, architectural design, construction and equipment, New Bedford mills then, as now, owned no superior.

While cotton manufacturing in New Bedford began in 1846 and 1847 the thousands of workers in her mills, factories, trades and professions were particularly identified with industries pertaining to whaling and the demands of the merchant marine. But the period 1865-90 reversed conditions and from the ruins of a structure built upon an uncertain foundation arose a great and stable manufacturing city. Modern ideas in civic government also prevailed, and a progressive American city was in the making. The city had grown from the village of 1790, with its 3,000 population, to 40,000 in 1890—a century of remarkable progress. The men who had borne the burden and heat of the day in the earlier history had passed to their reward and a new generation had arisen which in turn had been gathered to their fathers, and the business of the city had passed into the hands of sons and grandsons of the founders, while the advantages offered had attracted capital and strong men from outside.

A necrological list from 1853 to 1890 includes many names well known and prominent in the city during their day and generation. A partial list includes the following:

- 1853—John Coggeshall, Job Eddy, John A. Parker, Mark B. Palmer.  
1854—Jethro Hillman.  
1855—Charles Grinnell.  
1857—Joseph Congdon, John C. Haskell, Jireh Swift, Frederick Parker.  
1858—Asa R. Nye, Paul Kempton.  
1859—Robert Ingraham, William Hussey, Charles Haffords, Henry Sullings, John Perkins.  
1860—Ezra S. Kempton, Joseph Davis, Rev. Asa Kent, Humphrey Nye, Leonard Macomber, Calvin Staples.  
1861—Charles W. Morgan, Elisha W. Kempton, Benjamin Tucker, Hayden Coggeshall, James Howland, Benjamin R. Alny.  
1862—Andrew Robeson, Job Shaw, Franklin Tobey, Stephen Taber, Isaac T. Taber, Henry C. Kelley, Stephen N. Potter, John Hunt.  
1863—Rev. Nathan Paine, Bethuel Penniman, Ephraim Kempton, George M. Eddy, Henry Cannon, Benjamin Cummings.  
1864—Captain Latham Cross, J. B. King, Robert Bennett, Nathaniel Perry, Clothier Pierce, Dr. Arnold Cornish, Tucker Damon, A. Sydney Howland.  
1865—Cornelius Howland, George G. Chase, Philip Cannon, Edward Mott Robinson, Willard Nye, Southward Potter, J. H. W. Page, Dr. Lyman Bartlett, Thomas Bennett.  
1866—James Cannon, Warren Delano, William Gifford, Eli Haskell, Rev. Sylvester Holmes, Timothy R. Cushman, Rev. Timothy Stowe, William Whippley, Joseph R. Shiverick.  
1867—Zachariah Hillman, Rev. Benjamin Sayer, Captain Barton Ricketson, Paul Ewer, William G. Gordon, Alexander Gibbs, Thomas

- A. Green, Rev. John Girdwood, Benjamin B. Howard, Abraham H. Howland, Obed Sherman.
- 1868—Henry P. Willis, Joseph Wilcox, Andreas Thorup, Samuel Leonard, Rev. Wheelock Craig, Kelley S. Eldredge, George Hussy, Captain Arthur Cox, Philip Menage, James H. Mendall.
- 1869—Jacob L. Porter, Nathaniel Nye, Nehemiah Leonard, Lemuel Williams, Joshua C. Stone, Captain Abraham Gardner, Francis S. Hathaway.
- 1870—Cephas Cobb, Rodman Howland, Borden Wood, Ezekiel Sawin.
- 1871—Jacob Parker, Gideon Richmond, Loum Snow, Pardon Tillinghast, William A. Dana, Isaac Case, John Goodspeed, William Cranston, Abraham Barker, Ivory H. Bartlett.
- 1872—William Cummings, Nathan Durfee, George Hussey, Jr., John M. Hathaway, William Beetle, William T. Russell, James A. Tripp, William A. Robinson, Martin Pierce, Allen Lucas, Zenas Whittemore, James B. Wood, Benjamin Rider, Tilson Wood, William Penn Howland.
- 1873—Thomas B. White, Daniel Wood, Benjamin Rider, Pardon Potter, James Harper, Sherman White, Abraham Delano, Joseph C. Grinnell, Isaac D. Hall, John Briggs.
- 1874—Jabez Delano, Elijah H. Chisholm, Jonathan P. Lund, James Rider, Andrew (2) Robeson, Caleb T. Sullivan, Captain F. A. Stall.
- 1875—Gideon Nye, Cuffee Lawton, Caleb Anthony, James H. Collins, Edmund Gardner.
- 1876—Joseph Knowles, Marsena Washburn, Robert Earle, William C. Taber, Benjamin Rodman, Samuel Rodman, Joseph S. Tillinghast, Edmund Maxfield, Simpson Hart.
- 1877—Rufus Sherman, Thomas Knowles.
- 1878—Thomas S. Hathaway, Gideon Allen, David Wood, Dennis Wood, Obed Nye, Edward L. Baker, Charles Hitch.
- 1879—H. G. Ricketson, W. N. Reynard, Elias Sampson, Hiram Webb, Elisha Thornton, Jr., Samuel Watson, Joseph Brownell, Edward W. Howland, Henry T. Leonard, David R. Greene.
- 1880—Nathan Johnson, Walter Spooner, Elisha Haskell, Charles M. Pierce, William N. Taylor, James B. Congdon, William G. Blackler, Edward C. Jones, Wright Brownell, Otis Seabury, Henry F. Thomas.
- 1881—C. L. Wood, Rev. Moses How, W. H. Jenney, Ward M. Parker.
- 1882—Andrew Craigie, Thomas Nye, Jr., Jonathan Howland, Stephen G. Driscoll, Joseph Tabor, Caleb Kempton.
- 1883—Henry T. Wood, Daniel Thornton, Joshua Richmond, John A. Hawes, William H. Ulen, Frederick P. Shaw, John H. Perry.
- 1884—Matthew Howland, James Howland, Edward Merrill, Amasa Whitney.
- 1885—Horatio A. Kempton, Abraham Russell, Benjamin Russell, W. A. Wall, Joseph Grinnell, William Hathaway, Alfred Kempton.
- 1886—Joseph C. Delano, William Phillips, W. C. Tobin, Oliver Swain, Benjamin Pitman.
- 1887—William Tallman, Jr., A. H. Howland, Jr., Charles Taber.
- 1888—Seth A. Aiken, William Ingalls, Henry R. Wilcox, Ambrose Vincent, Cyrus W. Chapman, Alanson Williston, Niles Tilden, Lemuel Kollock, Dr. Charles Swasey, Timothy D. Cook, Benjamin F. Howland.

1889—R. C. Topman, Rev. James D. Butler, Joseph W. Cornell, Elisha Dunbar, Joseph Tillinghast, David B. Wilcox, Thomas Coggeshall, Henry J. Taylor.

1890—Thomas Cook, Nathaniel Gilbert, Josiah Holmes, Jr., Colonel A. D. Hatch, Charles P. Seabury, Charles Tucker, B. F. H. Reed, Oliver Prescott.



## CHAPTER XXX.

### 1890 to the Close of 1916.

The greatest celebration in the city's history occurred on October 10, 11, 12, 13 and 14, 1897, when the semi-centennial of the incorporation of the city was carried out. The committee on the celebration was headed by Mayor Charles S. Ashley as chairman; Stephen A. Brownell, vice-chairman; Zephaniah W. Pease, secretary, and James L. Hathaway, treasurer. Upon the opening day William W. Crapo and George F. Tucker delivered addresses and a great chorus sang a semi-centennial ode. Upon succeeding days there were processions and sports. A dinner was an incident at which addresses were delivered by Attorney-General Hosea M. Knowlton, Governor Roger Wolcott and Senator Henry Cabot Lodge.

It has now been sixty-nine years since New Bedford incorporated as a city, with a population of about 13,000. Its population in 1890 was 40,733, and it is now 118,158, according to the United States Census Bureau, and the fourth city in the State in number of inhabitants.

The city ranks first in the United States in the manufacture of fine cotton goods and fine cotton yarns, and first among the fine goods mills in the number of spindles in operation. During 1916 the number of spindles increased net 244,942, the number now being 3,259,793. The number of looms increased 912, bringing the number now installed up to 54,645. The number of cotton mill employees increased 3,543, swelling the total to 35,663. The present capitalization of the Cotton Mill Corporation is \$47,525,000, owning 67 mills. It would cost at least \$200,000,000 more than that capitalization to build and equip the 67 mills at present prices. Higher wages are paid operatives in New Bedford cotton mills and they are kept better employed than in other cotton manufacturing centers. Wages were increased in 1916 by twenty-seven and a half per cent., making the amount paid for the year to cotton mill workers about \$21,100,000—about \$406,800 weekly.

The total wages paid in all industries in New Bedford aggregate about \$40,000,000, and the raw material used costs about \$80,000,000.

The cotton mills ran to full capacity all through the year, mechanics and laborers were better employed than for several years, merchants wholesale and retail experienced a generally prosperous year, while the national and savings banks of the city and the trust company did the largest business in their history. The credit of New Bedford's cotton mill corporations is unsurpassed, as during the sixty-nine years they have been engaged in the manufacture of cotton cloths and yarns they have paid one hundred cents on every dollar of indebtedness and their

1916 statements show them stronger financially than ever before. Also their reputation for producing goods of the highest quality has been fully maintained.

But there is manufacturing of many kinds conducted in the city. The New Bedford Cordage Co., with \$400,000 capital, is a survival of the early days, when the outfitting of ships and the marine trade was at its zenith. The company was founded in 1842 by Joseph Ricketson, William J. Rotch and Benjamin S. Rotch, and incorporated in 1846 with a capital of \$60,000, which was increased in 1849 to \$75,000, later to \$200,000, and still later doubled.

Other great corporations are the Taunton & New Bedford Copper Co., first organized in 1860 with \$250,000 capital; the Morse Twist Drill and Machine Co., incorporated in 1864 with \$30,000, increased January 1, 1883, to \$600,000. Stephen A. Morse, the inventor of the twist drill manufactured by the company, began business in East Bridgewater, Massachusetts, and removed to New Bedford in 1865.

The manufacture of glass was begun in New Bedford in 1861 by the New Bedford Glass Co. In 1869 the plant was bought by W. L. Libbey & Co., became the Mt. Washington Glass Co. in 1871, was reorganized in 1876, and in 1894 became by consolidation a part of the Pairpoint Manufacturing Co.

Art manufacturing began early, the Tabers being early booksellers and art dealers. The firm of Charles Taber & Co. was a leader in that business for forty-five years. The Taber Art Co., incorporated January 1, 1893, with a capital of \$300,000, became a part of the Taber-Prang Art Co. in 1897, and in 1898 the business was removed to Springfield, Massachusetts.

Shoe manufacturing has long been a city industry, the Cushing & Boucher and the E. E. Taylor companies being the present representatives of the business.

Carriage building was begun a century ago by Josiah Brownell in a small shop on the corner of Fourth and Spring streets, became an extensive industry at one time, and yet survives.

The demands of the seafaring men created a great demand for ship bread, and from 1822 until 1867, when the demand from whalers practically ceased, its manufacture was an important item in New Bedford's business totals. Samuel Watson carried on for forty years the bakery established in 1822 by Enoch Horton, who passed it on to Watson & Manchester, by whom it was sold to Mr. Watson. David Snell gained the widest reputation as a baker, he first establishing a bakery at the corner of William and North Water streets in 1857. He sold out in 1859 and at once established a patent oven and bakery, the first in New England, and during the Civil War operated his plant in executing large

contracts for furnishing supplies to the army. The Snell & Simpson Biscuit Co. is founded on that business.

One of the great manufacturing and business houses of New Bedford is the Pairpont Corporation, whose capitalization has recently been increased to \$2,000,000. This corporation was originally the Pairpont Manufacturing Co., organized in 1880, T. J. Pairpont, from whom the corporation takes its name, being the first superintendent. He resigned from the company in 1885 and was succeeded by Thomas A. Tripp. The first building was erected in 1880 and additions have been constant until the plant now covers an immense area. The original capital, \$100,000, became \$400,000 in July, 1887, \$1,000,000 in 1896, and \$2,000,000 in 1917. The corporation acquired the Mt. Washington Glass Co. in 1894 and both in New Bedford and in New York City maintain magnificent displays of their line of manufacture in large show rooms. Their five exclusive lines there exhibited are cut glass, silver plate, electroliers, Sheffield reproductions and prize cups. Their products are unsurpassed for beauty of design and quality of workmanship, facts attested by their world-wide trade.

Other large and important manufacturing corporations of the city are the Blackmer Cut Glass Co., capital \$20,000; Continental Wood Screw Co., \$150,000; E. E. Taylor Co., \$1,000,000; George Kirby Jr. Paint Co., \$50,000; Morse Twist Drill and Machine Co., \$600,000; New Bedford Cordage Co., \$400,000; New Bedford Gas & Edison Light Co., \$1,590,000; Snell & Simpson Biscuit Co., \$400,000; Standard Ring Traveler Co., \$20,000; Taunton-New Bedford Copper Co., \$800,000; W. C. Jones Co., \$100,000, and many others.

All the foregoing, however, pale into insignificance in comparison with the immense textile manufacturing business which has won for New Bedford greater fame than was taken from her by the collapse of the whaling industry. That industry reached high-water mark in 1857, when the fleet consisted of three hundred and twenty-nine vessels of all kinds, requiring crews aggregating 10,000 men. The capital invested was about \$12,000,000 and the value of the 1857 catch in oil and bone was \$6,178,728. The decline may best be understood by comparing the fleet of 1857 with that of the present day when a few old ships and a dozen small craft comprise the fleet. In 1916 the value of the sperm oil catch by vessels owned in New Bedford was \$180,000. No whale oil nor whale bone was taken. Whale and sperm oil is yet refined and sperm candles and spermaceti manufactured by the Frank L. Young Co.

It was this great whaling industry of the years prior to 1857 which was the stumbling block in the way of the Wamsutta Mills, the first cotton factory established in New Bedford. As it is now one of the greatest of the city's textile plants and known wherever cotton goods are used, a more extended history is proper. In the fall of 1846 Joseph

Grinnell, then Congressman from the New Bedford district, headed a subscription list with \$10,000 and secured for New Bedford a cotton mill which was intended for Georgia. A charter secured in 1846 by Abraham H. Howland from the Massachusetts Legislature for a company styled the Wamsutta Mills was turned over to Mr. Grinnell and his associates, who intended to secure \$300,000 capital and erect a cotton mill of 15,000 spindles and three hundred looms. But capital was enamored with whaling investment and its sure profits and would hardly notice such a commonplace suggestion as the erection of a cotton mill. So the best the promoters could do was \$160,000, and with this they were obliged to start. A list of the principal stockholders follows and is a veritable roll of honor: Joseph Grinnell, Gideon Howland, Sylvia Ann Howland, Ward M. Parker, Thomas M. Mandell, David R. Greene, Latham Cross, Jireh Perry, Mathew Luce, and Thomas S. Hathaway. The first officers elected June 9, 1847, were: Joseph Grinnell, president; Edward L. Baker, treasurer and clerk; Joseph Grinnell, David R. Greene, Joseph C. Delano, Thomas Mandell, Pardon Tillinghast, directors; Thomas Bennett, Jr., agent. Mill No. 1 was built to accommodate 15,000 spindles and three hundred looms as intended, but the company was obliged to start the mill with 10,000 spindles and two hundred looms. The machinery was started January 1, 1849, all the overseers, carpenters, machinists and operatives being brought from Rhode Island, Connecticut and Massachusetts towns. To provide living accommodations for these, the company was obliged to build and maintain tenements and boarding houses. The first product of the mill was the since famous Wamsutta sheeting. In 1854 the capital was increased to \$600,000, and a second mill built. From that time until the present expansion of plant and capital have been frequent, the eight mills of the company now making over two hundred varieties of cotton goods. Joseph Grinnell, the first president, died February 7, 1885, and was succeeded by Andrew G. Pierce, who had been treasurer for thirty years. Mr. Pierce was succeeded as president by William W. Crapo, and again became treasurer of the company. Later Edward T. Pierce acted as treasurer of the mills for a long period. The present treasurer is Andrew Raeburn.

The success of the Wamsutta Mills and the gradual falling away of profits in whaling, induced capital to look more favorably upon cotton manufacturing in New Bedford. In 1871 the first of the Potomka Mills was built, in the south end of the city. This company was organized with \$600,000, which has since been doubled. James Robinson, president, was succeeded by Edward Kilburn, he by Andrew G. Pierce, also a one-time president and long time treasurer of the Wamsutta Mills. With 1881 the "boom" was ushered in. Came the Grinnell Manufacturing Co. in 1882, the Acushnet Mill Corporation, the Oneko Woolen Mills, the New Bedford Manufacturing Co., all in the same year; in 1888-89, the

City Manufacturing Company, the Howland Mills Corporation, with William D. Howland its first treasurer, the Hathaway Manufacturing Co., the Bennett Manufacturing Co., all were organized. The Bristol Manufacturing, the Columbia Spinning, the Pierce Manufacturing and the Rotch Spinning companies all date their existence from 1892; the Whitman Mill from 1895; the Dartmouth since 1896, and the others of the following list came in rapid succession:



## NEW BEDFORD COTTON MILL STATISTICS, JANUARY 1, 1917.

Name.	No. Mills.	Capital.	Bonds.	Spindles.	Looms.	Employees.	PRODUCT.
Auchinleck Mills Co., Com.	3	\$1,000,000	—	10,000	3,700	1,300	Sheetings, Twills, Cotton and Silk Goods.
Bacon Mfg. Co., Pfd.	3	400,000	—	11,184	—	1,050	Blankets and Napped Goods.
Booth Mill Co., Com.	2	500,000	400,000	—	51,124	600	Plain, Fancies and Silk Goods and Novelties.
Bristol Mill Co., Pfd.	1	750,000	\$500,000	—	63,010	1,866	Cotton and Silk Goods, plain and fancies, and Novelty Constructions.
Butler Mill Co., Com.	1	1,000,000	—	—	165,000	• 940	Fine Cotton, plain and fancies, Yarns.
Butler Mill Co., Pfd.	1	1,500,000	—	—	53,064	600	Carded and Combed Yarn from Peeler, Egyptian and Sea Island Cotton.
City Mill Co.	2	750,000	—	—	—	—	Plain, Fancy and Jacquard Cotton and Silk Goods.
Dartmouth Mill Co., Corp. Com.	3	2,000,000	775,000	200,000	5,700	2,200	Dress Silk Goods for High Grade Cloth.
Gilt Edge Silk Mill	1	10,000	—	82,232	3,258	90	Finer Goods, plain and fancies, Jacquards, Silk and Cotton Mixtures.
Gosnold Mills Co., Pfd.	2	85,000	—	—	—	—	Fine Cotton Goods, plain and fancies and with silk filling.
Grinnell Mfg. Co., Corp.	3	150,000	—	128,000	3,125	1,100	Fine Cotton and Silk Goods.
Hathaway Mfg. Co., Corp.	2	800,000	—	109,592	3,700	1,400	Fine Combed Yarns, Gassed, Mercerized, Bleached and Dyed, Commercial Mercerizing.
Holmes Mfg. Co., Corp.	1	600,000	—	69,548	Yarn	1,290	Combined Cotton Yarns.
Holmes Mfg. Co., Pfd.	2	1,500,000	—	125,032	—	—	Combined Cotton Yarns.
Manomet Mills	3	3,000,000	—	* 204,000	Yarn	1,200	Plain and Fancy Cotton and Jacquard Silk Novelties.
Nashawena Mills	2	3,000,000	—	145,800	3,800	1,800	Fine Cotton Goods, plain and fancies.
N. B. Cotton Mill Corp., Com.	1	350,000	441,000	73,000	1,400	680	Plain and Fancies, Silk and Mercerized Specialties.
N. E. N. E. N. E. Corporation	1	70,000	—	—	—	—	Yarns of all kinds, Combed and Carded, Mercerized, Gassed, Bleached, Colored.
N. E. N. E. Cotton Yarn Co., Corp.	7	3,800,000	250,000	56,000	1,500	500	Combined Cotton Yarns.
Norquay Spinning Co.	2	2,000,000	2,982,200	124,0177	Yarn	1,275	Fancy, Cotton and Silk Goods.
Pace Mill Cotton Mills	2	2,000,000	—	150,000	Yarn	1,300	Plain and Fancies and Carded Yarns, all Plys and Descriptions.
Passaic Mill Cotton Mills	2	1,000,000	—	100,000	Yarn	1,150	Splitterless, Combed and Carded Yarns, all Plys and Descriptions.
Pierce Mfg. Co.	2	600,000	—	† * 184	Yarn	1,000	Fine Combed Yarns.
Pierce Bros. (Limited)	1	700,000	—	116,000	3,552	1,500	Fine Combed and Carded Yarns, and Fancies.
Potomack Mills	1	1,200,000	—	53,000	1,200	1,200	India Linen and Lawns, and Fancies.
Quissett Mill Co.	3	1,250,000	87,500	116,000	2,600	1,200	Splitterless, Combed and Carded Yarns, all Plys and Descriptions.
Quissett Mill Co., Pfd.	1	2,000,000	—	80,000	Yarn	1,750	Fine Combed Yarns.
Sharp Mfg. Co., Com.	2	1,200,000	—	* 200,000	—	* 1,600	Lawns, Orchandies, Satins, Damask, Lenos and Fancies.
Sharp Mfg. Co., Pfd.	2	1,200,000	—	—	—	—	Fancy Goods and Lawns, Novelties, in fine goods and Silks.
Soule Mill	1	1,250,000	—	93,000	2,300	900	Bleached and Brown Sheetings, Shirtings, Satinens, Fan-
Taber Mill Mills	2	1,250,000	—	76,720	1,800	700	Plain and Fancy Cotton Goods; also Cotton and Silk Mixtures.
Wamsutter Mills	8	3,000,000	—	229,000	4,300	2,300	Finest Plain and Fancy Cotton Goods.
Whitman Mills	—	2,000,000	—	—	—	—	Finest Plain and Fancy Cotton Goods.
	67	\$47,525,900	\$5,393,500	3,259,793	54,645	25,663	

\*When new mill is completed  
in New Bedford.

Other corporations of importance are:

Continental Wood Screw Co.; capital, \$150,000; manufacturers of iron and brass screws for use in wood work and of screw machinery.

E. E. Taylor Co.; capital \$1,000,000; shoe manufacturers.

George Kirby, Jr., Paint Co.; capital \$50,000.

Morse Twist Drill and Machine Co.; capital, \$600,000; manufacturers of twist drills, chucks, gauges, mandrels, taps, dies and special machinery.

New Bedford Cordage Co.; capital, \$400,000; manufacturers of a full line of manila and tarred hemp cordage.

New Bedford Gas & Edison Light Co.; capital, \$1,590,000.

Snell & Simpson Biscuit Co.; capital \$400,000.

Taunton-New Bedford Copper Co.; capital, \$800,000; copper and yellow metal rolling mills; manufacturers of copper printing rolls for printing and embossing textile fabrics.

W. C. Jones Co.; capital, \$100,000; exporters and importers of cotton waste.

Automatic Telephone Co.; capital, \$250,000.

C. F. Wing Co.; capital, \$120,000.

The Masonic Building Trust; capital, \$200,000.

New Bedford & Onset Street Railway Co.; capital, \$550,000.

New Bedford Opera House Co.; capital, \$100,000.

New Bedford Storage Warehouse Co.; capital, \$270,000.

Union Street Railway Co.; capital, \$250,000.

New Bedford Institution for Savings; deposits, December 31, 1916, \$19,841,265.

New Bedford Five Cents Savings Bank, \$11,867,189.

First National Bank; capital, \$1,000,000.

Mechanics' National Bank, \$600,000.

Merchants' National Bank, \$1,000,000.

New Bedford Safe Deposit and Trust Co., \$200,000.

Acushnet Coöperative Bank; capital unlimited.

New Bedford Coöperative Bank; capital unlimited.

The New Bedford, Martha's Vineyard & Nantucket Steamboat Co., touching at Wood's Hole, Nantucket, Oak Bluffs, Edgartown and Nantucket.

New England Steamship Co., New Bedford and New York; freight all the year round; passenger boats in summer.

The New Bedford & Cuttyhunk Steamboat Co.; a summer line to Cuttyhunk.

The New York, New Haven & Hartford.

A striking feature of New Bedford's prosperity in 1916 was the number and estimated cost of new buildings in course of erection. The city applied for permits to expend nearly half a million in new buildings, including a new fire station, a police station, municipal baths, a pumping station and a portable school house. Private corporations applied for permits to build three new cotton mills and additions to five other cotton mills or cotton mill storehouses. The New Bedford Gas and Electric Light Co. built and equipped a thoroughly modern power station at a

cost of a million and a half dollars, and the Morse Twist Drill and Machine Co. began a large addition. The Cheney building in the dry goods district and the Holmes coal handling plants are examples of the substantial buildings and extensions being erected for business purposes in all parts of the city. The value of new buildings for which permits were granted in 1915 was \$3,126,734; in 1916, \$4,762,081. New Bedford savings banks' deposits in 1916 increased \$2,031,923. The New Bedford Institution for Savings has been in business ninety-one years, the New Bedford Five Cents Savings Bank for sixty-one years, and neither has ever delayed paying one hundred cents on the dollar to all depositors wishing to withdraw, nor has either failed to pay semi-annual dividends since the first dividend was declared. This is a record unsurpassed by any United States bank and equalled by few. There was distributed in dividend and interest in 1916 by local corporations, banks and savings banks, \$5,596,522, an average of about six and a half per cent. on a total capital stock, bonds and savings banks' deposits of \$87,391,275. Of this amount the cotton manufacturing companies paid in dividends \$2,981,825. The Belleville Storage Co. erected during the year an enormous warehouse of concrete, one hundred by four hundred and eighty-two feet, seven stories high, with a capacity of storing 50,000 bales of cotton.

New Bedford makes no pretensions of being a fishing centre of importance like Gloucester or Boston, but the amount handled is not insignificant, and the following estimates show the various kinds of fish brought into the New Bedford market during 1916:

35,000 gallons scallops .....	lbs. 315,000
1,000 bbls. Vineyard fish .....	lbs. 250,000
2,000 bbls. fish from adjacent waters .....	lbs. 500,000
3,000 bbls. mackerel brought in and purchased .....	lbs. 600,000
5,000 bbls. various fish brought to city .....	lbs. 1,250,000
800 swordfish brought in .....	lbs. 200,000
Salt fish, including cod, mackerel, etc. ....	lbs. 1,050,000
Smoked fish .....	lbs. 210,000
	-----
	lbs. 4,375,000

So the first decade of the twentieth century finds New Bedford a strong, right-living, prosperous community. One hundred and fifty years have passed since her history began as a definite part of the commonwealth of Massachusetts, and of the old town of Dartmouth as Bedford Village; one hundred and thirty years since becoming a separate town, and seventy years since becoming a chartered city. She has suffered as few cities have suffered, and triumphed as few cities have triumphed. A leader in the line of textile manufacturing, she is considered the one city of Massachusetts that can be singled out and stated to be the fastest growing city in that great and prosperous commonwealth. There is a strength and a solidity about her institutions, civic, religious, educational and commercial, that satisfies, and in all that goes to make a modern city there is nothing lacking.

## CHAPTER XXXI.

### Banks of Old Dartmouth.

By Henry H. Crapo.

It is probable that in Old Dartmouth there were a few thrifty people who had the possession of cash and loaned it at interest. They were bankers in a sense. Who they were, we cannot now determine. Such currency as was absolutely needed, came from without. First the currency of the Kingdom of England, and later the "Continental money," and still later the paper currency issued by Boston and other New England private banks, authorized, but not guaranteed, by legislative sanction. Indeed, it was not the need of banks of issue that caused the banks of Old Dartmouth to be established. It was for banks of discount rather than of issue that the demand arose. The business development of Old Dartmouth was purely maritime. The industry of the community and the savings of that industry were devoted to the building and operating of ships. It soon became evident that prudence required that the people engaged in this somewhat hazardous industry should protect themselves against crushing loss by a system of mutual insurance. Marine insurance companies were organized. As the maritime business increased, the need of financing these marine insurance companies was felt. All four of the original banks of Old Dartmouth were, to some extent, the outgrowth of the needs of marine insurance companies—not for currency, but for investment and credit. Groups of men especially interested as the managers of the several marine insurance companies, organized the banks to aid the insurance companies in handling their risks.

*Bedford Bank*—It was in this way the first bank of Old Dartmouth came into existence in 1803, the Bedford Bank, affiliated with the Bedford Marine Insurance Company, legally organized a year or two later. Sixty thousand dollars seemed an ambitious capital, yet it was subscribed and the bank with an enlarged capital performed its functions until 1812, when the war with England so paralyzed all business that the charter, although renewed, was not accepted and the bank was liquidated. In 1816 the Bedford Bank was resurrected under the name of the Bedford Commercial Bank and as such existed as a Massachusetts State bank until 1864, when it was forced, as were all the State banks, to reorganize under the national bank system, taking as its name the National Bank of Commerce, and as such continued until 1868, when it was liquidated after an honorable existence of ninety-five years, discharging all its obligations and returning to the stockholders substantially the capital invested.

The site and the buildings of the Bedford Bank and its successors

are of special interest. The first Bedford Bank lot was a part of the garden of the homestead of William Rotch, Jr. It had a frontage of thirty-seven feet and a depth of sixty-six feet. It was deeded by Mr. Rotch to the Bedford Bank, April 4, 1803. It was subject to a pass-way seven feet wide at its north end, subsequently released by Mr. Rotch in 1835. Daniel Ricketson, in his invaluable history of New Bedford, has told the story of the Bedford Bank, but unfortunately was unable to find the records of the bank. And, yet, by a singular chance of good fortune, the old records were finally found, and the tattered, mouldy, stained and decrepit book of the old Bedford Bank was given the Old Dartmouth Historical Society with the consent of James M. Tallman and of the directors of the Mechanics' Bank, in whose unconscious possession for some unknown reason it was found.

The charter of the bank, extended in the record, was adopted by the Legislature of Massachusetts and approved by the Governor, Caleb Strong, on March 7, 1803. It is a most elaborate act of incorporation, containing provisions afterwards embodied in different forms in the general banking laws. William Rotch, Jr., Samuel Rodman and Edward Pope are named as incorporators. The charter was to determine on the first Monday of October, 1812. The capital, to be paid in gold or silver, was \$60,000. The circulation was limited to twice the capital. The loaning capacity was likewise limited to twice the capital. The directors were fixed at seven. The bank was subject to examination by a committee of the Legislature appointed for the purpose. Every six months the bank was required to report its condition to the Governor and Council. The Commonwealth could, if it was so voted by the Legislature, take an additional \$30,000 in the stock of the enterprise. No stockholder could have more than ten votes, no matter how much stock he owned. The twelfth section seems very modern in spirit. It reads: "And be it further enacted that one-eighth part of the whole stock or fund of said Bank shall always be appropriated to loans to be made to Citizens of this Commonwealth, and wherein the Directors shall exclusively regard the Agricultural interest, which loans shall be made in sums not less than 100 dollars nor more than 500 dollars, and upon the personal bond of the borrower, with collateral security by sufficient mortgage of real estate for a term not less than one year." In 1804 the bank was authorized by the Legislature to increase its capital to \$150,000.

The directors elected were Thomas Hazard, Jr., John Howland, Isaac Sherman, Cornelius Grinnell, Seth Russell, Jr., Isaac Howland, Jr., and Samuel Rodman. At their first meeting, April 30, 1803, they elected John Pickens cashier at a salary of four hundred and fifty dollars a year, which in view of the fact that the bank was to be open for business every week day, both morning and afternoon, does not seem a princely salary even in those days. At the second meeting, May 21, 1803, Thomas Haz-

ard, Jr., was elected president without salary. However, in 1805 the stockholders "voted to the president for his services in signing bills, etc., one hundred dollars to be given in plate," and Seth Russell was appointed by the directors to procure the "plate." This appears to be the only compensation which Mr. Hazard received for his devoted service to the bank, which during the last year of its existence and its liquidation must have been taxing. In addition to signing the bills, which were constantly being renewed, Mr. Hazard kept the records. That he performed that duty excellently, we have the evidence.

The third and sixth days in each week were "discount days," and the directors met at 8:00 a. m. It was provided that "all notes presented for discount shall have one or more good endorsers, one of which endorsers must live within four miles of the bank." "Two directors objecting to the discount of a note or bill, it shall not pass and no question shall be asked on the subject by any of the other directors." The discount sheets were not large. Sometimes they amounted to \$30,000 or even \$40,000, sometimes only to \$50, sometimes no paper was presented. It would be interesting to know what was the gossip discussed at these meetings. Towards the last of the bank's history, the war was coming on and inasmuch as there was always one director from across the river, representing the Corsicans, there may have been some heated arguments. Noah Stoddard was elected as the Fairhaven director in 1804. One is led to wonder whether his failure to be reelected was in any way due to this entry: "1805, 8 mo. 2. It is likewise at this time agreed that the director of this bank from the other side of the river for the time past and in future have his toll at the bridge paid by the bank." Possibly John Delano, who succeeded him at the next election, was willing to pay his own toll.

William C. Stoddard by no means, as yet, one of the "oldest inhabitants" of Fairhaven, remembers seeing his grandfather Noah sitting in his arm chair in the old house where now is located the Fairhaven Bank, and being impressed with the fact that he was in the presence of a soldier who fought at Bunker Hill.

It was not always the vexing question of credits which engaged the serious consideration of the directors. For instance in 1804 they dealt with the question of what was to be done with the stone which belonged to the bank, excavated from the hillside in order to make the cellar of the bank building. It was concluded to let Simpson Hart sell it at public auction. Occasionally the cashier's "wood account" was examined and allowed. The wood was for burning in the open fireplaces of the banking room. In July, 1804, the working force of the bank was augmented. "It was this day agreed that Samuel Hazard be employed to carry the notices to the signers and endorsers of notes, the time of which may have expired and to file the bills that may be signed during the time he is

employed, and to do occasional business of the bank that he may be capable of to the assistance of the cashier, for which one hundred dollars per annum is allowed." Sam was the president's son. He afterwards married Rebecca Pease, of Philadelphia, and lived on Franklin street, in New York.

The dividends declared varied from two per cent. to eleven and a half per cent. per annum, and in later days nothing. Occasionally the directors ordered all debtors of the bank without exception to pay up by the first of the next month, ten per cent. of their loans. One wonders whether they all did pay up. When the bank was short of hard money they informed the makers of "specie notes" to pay up, "as the renewal will be inconvenient." On February 15, 1805, Seth Russell was sent "at the expense of this institution," presumably by sloop, to the nearest metropolis—Nantucket—"to get specie for the money we hold of their banks and to hire five or six thousand dollars of specie on our account." In 1806 "it is agreed and made a rule of this bank that all specie deposited and entered on the books of the bank becomes the property of the bank and the depositor ceases to have any leene or claim upon it."

The business troubles of Henry Huttlestone and others occupy much space in the records. It is rather interesting to note that John Avery Parker, subsequently the multi-millionaire of the town, was obliged in 1808 not only to transfer "his shares in the Marine Insurance Company," but "likewise a conveyancee of his house and lot." Not infrequently William Rotch, Jr., was directed to send some of the bills receivable of the bank to New York "to the credit of J. Pickens, Cash." Nantucket and New York and Philadelphia seem to have been financial centres of more importance to the Bedford Bank than Boston. In 1809, however, the directors ordered "that the Cashier do not receive as a deposit, nor in any way negotiate, the bills of any bank without this state, except the Bank of the United States, from and after the last day of this month, of which the Cashier is directed to take particular notice and govern himself accordingly." In 1810 the directors felt moved to adopt this good resolution: "It is now agreed by the directors irrevocably that no note signed by any person who has not paid up all interest or discounts on their business or accommodation notes previously passed at this bank, shall be passed or discounted until all previous discounts are paid and their old notes taken up."

In the usual form the transactions of the board at its meeting 1810, 11 mo. 2, were entered by Thomas Hazard, Jr., as follows: "Discounted notes and drafts to the amount of Seventeen Thousand Nine Hundred and Thirty Dollars and a mortgage for Five Hundred Dollars. Present, John Howland, Wm. Rotch, Jr., Samuel Rodman, Isaac Howland, Jr., Seth Russell, Jr. (Signed) Thomas Hazard, Jr."

Below this entry in a different handwriting is the following: "I was

not present when the business of the above mortgage was concluded on and the money was paid. John Howland." Evidently John Howland did not approve of that credit.

The records make constant reference to the printing, signing and burning of the bills of the bank. John Maybin, of Philadelphia, on July 11, 1803, "shipt per sloop Eliza C, Norton, Mast'r, for New Bedford per order Mr. Samuel Rodman, and for the Bedford Bank 1 box containing 5670 sheets of paper. \* \* \* 1 box containing a bank mold. \* \* \* 58 water mark letters. \* \* \* \$152.13." This paper was kept by the bank and sent from time to time to Sam'l Hill, engraver, of Boston, who presumably held the "mold." For instance, "1803, 8 m. 30. This day delivered Andrew Swain Two Hundred sheets of our NEW paper to be struck off in Boston by S. Hill engraver." "9 mo. 6. Received the above mentioned two hundred sheets from Boston, one hundred and ninety-nine and a half of which were impressed with twenty-seven thousand seven hundred and thirty-five dollars, the remaining half sheet was returned torn from Boston and burned by the Directors. The above paper were struck with the following bills, viz.:

199 bills of \$5.....	\$995
199 do do \$10.....	1,090
199 do do \$20.....	3,080
199 do do \$30.....	5,970
200 do do \$7.....	1,400
200 do do \$8.....	1,600
200 do do \$9.....	1,800
200 do do \$50.....	10,000
	\$27,735

The Cashier is directed to make the above bills payable to E. Pope." Abraham Sherman seems to have been the favorite messenger to take the "sheets" to Boston for Sam Hill to engrave. Sometimes the errand was performed by Stephen Hathaway, Cornelius Grinnell, or Seth Russell, Jr.

In 1812 the Bedford Bank ceased issuing bills, and made no further new loans. For several years the bank was obliged to "renew" old loans. The last entry on the last page in the old book, which I was so fortunate to discover, is as follows: "1813, 3 mo. 9th. Renewed notes amounting to thirteen thousand nine hundred and five dollars. Present, John Howland, Isaac Howland, Jr., Thomas Hazard, Jr., Wm. Rotch, Jr. Destroyed by burning twelve thousand dollars of bank bills."

Mr. Ricketson's minute description of the original bank building is vivid and picturesque, controlled by a sense of literary art which is worthy of his associations with Brook Farm and the men and women who, more than all others, were the nucleus of what we may call "American literature." Mr. Ricketson's delightful account of the Bedford Bank

includes a description of the building, the quaintness of the structure, the ingenuity of the secret device for protecting the currency in the closed vault of the cellar, and the word picture of the quaint methods and personalities which distinguished it. "Behind the front counter, and opposite the entrance door, was the fireplace of wood, which in earlier days and up to 1826 was the only method of warming the room, and on cold days of winter, a cheerful fire was to be seen within it, sputtering and singing away to the chime of the jingling gold and silver."

In 1833 the old building so minutely and graphically described by Mr. Ricketson was demolished and a new building of much more commonplace construction was erected. The second bank edifice on this site was a three-story brick building, the upper story rather low in the stud, not dissimilar to the building at present adjacent to the south. On the north side of the middle entrance way was the Bedford Commercial Bank, by no means so spaciously housed as in its earlier days. On the south side of the entrance was the office of the Bedford Commercial Insurance Company, which in 1821 succeeded the Bedford Marine Insurance Company and which continued to do business here until about 1852. In the later days of its existence, Henry H. Crapo was the secretary of the Bedford Commercial Insurance Company. His successor was William W. Crapo, who was about twenty-two years old and was studying law in the office of Mr. Clifford in the second story. He was employed to liquidate the company, which was finally accomplished about 1859. The successor of the Bedford Commercial Insurance Company was the Commercial Mutual Insurance Company, of which William T. Russell was secretary. The south rooms on the first floor were occupied by the insurance company until the building was demolished in 1883.

The rooms over the bank were the law offices of Coffin & Colby, later Clifford & Brigham. The front room on the south side of the second story was the "Merchants' Reading Room." In the middle of the room was a high stand-up desk, where lists of the reports and arrivals of ships, the amount of oil, and other news connected with the whale fishery were daily consulted by the merchants. At the sides of the room were slanting racks which contained the local newspapers of Nantucket, Newport, New London and one or two from far away Boston and New York and London. When the wooden building opposite the custom house, now occupied by "The Mercury," was built, the merchants' reading room moved thither to quarters on the ground floor. Walter Mitchell then occupied the room for a year or so, and becoming discouraged in the practice of law, in 1855 he disposed of the room and its small law library to William W. Crapo, then twenty-five years old.

The back room on the south side of the second story was the editorial office of "The Mercury," presided over by Benjamin Lindsey,

whose brother, Henry Lindsey, printed the newspaper in the third floor of the building. When "The Mercury" office was removed to the corner of Union and Second streets, about 1859, Mr. Crapo took the rear room which he personally occupied. Joshua C. Stone, George Marston, Wendell H. Cobb, Charles W. Clifford, Walter Clifford, and Frederick S. Bartlett, who were associated with Mr. Crapo in the practice of law, in time occupied all of the second floor and flowed over into the next building south.

In 1883 the National Bank of Commerce decided to build a new banking edifice on the old site.

In 1871 it had purchased a lot from the Rotch heirs extending westward from the old lot to Bethel street, a frontage of thirty-seven feet, ten inches. In 1872 it had purchased of the Rotch heirs a lot to the north on Water street with a frontage of twenty-five feet. On this lot stood the quaint porticoed building occupied after 1863 by the Ocean Mutual Insurance Company of which the presiding genius was William H. Taylor. Samuel H. Cook was his clerk. In 1885 the bank purchased of Temple S. Corson, a strip eight feet wide to the west of the last named lot. These purchases represent the real estate holdings of this society prior to the addition of the Bourne Memorial.

During the construction of its new building the National Bank of Commerce transacted its business in quarters furnished by Sanford & Kelley, brokers, who occupied a part of the property now used by Wood, Brightman & Company.

When the new bank building was finished in 1884, it presented the same appearance as it does to-day. Practically the only change is the removal of the counter and screens from the room. The edifice was by far the most elaborate and splendid home to which any New Bedford bank had ever aspired. Its carved mahogany and its marble floors were deemed the limit of extravagant investment of stockholders' money for luxurious business.

On the north side of the entrance hall in the new bank building, where the whaling trophies have since been kept, the traditional business of insurance was carried on, no longer marine, for the most part, but fire. Here Samuel H. Cook, on the very spot where he had worked for the Ocean Mutual, had his insurance office so long as the bank continued to use the building.

To the second story the same lawyers returned, Mr. Crapo again taking up his seat near the window looking down Centre street, where for nearly half a century he had looked at Crow Island with the ambitious dream, never realized, of owning it as the one familiar thing which had never changed in his ever-changing environment. The law firm of Crapo, Clifford & Clifford occupied the south rooms, and the firm of Marston & Cobb the north rooms.

For nearly a century until about 1890, Water street between Union street and William street was the Wall street of New Bedford. Practically all the banks, insurance offices, brokers' offices, lawyers' offices and telegraph offices were concentrated within these limits. It was the Merchants' Bank, with its usual keen anticipation of events, which definitely determined that westward the course of empire must take its way. The exodus was startlingly complete. It was like the traditional abandonment of a sinking ship by rats. Judge Prescott was the only lawyer who played the part of Casabianca. This sudden turn of affairs was peculiarly unfortunate for the Commercial Bank, forced to leave all-sufficient quarters, and in November, 1895, take up a much less commodious shop on Cheapside. The lawyers who had always been superimposed on the bank, by force of habit took up their accustomed position directly above the bank in its new location. In 1898 the bank was liquidated and its quarters, after some years as a brokerage office, are now a part of Steiger & Dudgeon's dry goods emporium.

After the Bank of Commerce abandoned its home, the building was vacant for a while. In 1899 it was purchased and occupied as an office by the New England Cotton Yarn Company. In 1906, through the generosity of Henry H. Rogers, the property was conveyed to the Old Dartmouth Historical Society, which now presides over the old Wall street of New Bedford, having, as seems fitting, for its neighbors' several junk shops, and somewhere in the second story of an abandoned bank building, there is an Art Club.

Thomas Hazard, the president of the Bedford Bank, was one of the innumerable Tom Hazards of Narragansett. There were also College Tom, and Sailor Tom, and Fiddle-head Tom, and many others, so it is not strange that the president of the first bank in Bedford was called "Bedford Tom." He was born in Kingston in 1758 and lived his early life in Cranston. When he was thirty-one years old, in 1789, he came to New Bedford. He had married Anna Rodman, of Newport, a cousin of our Samuel Rodman, Sr., or "Old Sammy" as he was usually known on Water street. Anna Rodman was reputed to be a very beautiful "Young Friend," much admired by the English officers in Newport, to her mother's great distress. He built a fine mansion at the southwest corner of what is now Elm street and Water street, next to her Cousin Samuel's. This house is probably embodied in a much altered form in the structure now at this corner. In front of the house was Mr. Hazard's wharf, where now the big new warehouse stands. Thomas Hazard was very successful in his whaling ventures, acting in concert with Samuel Rodman and William Rotch. He was active in civic affairs, being the postmaster of New Bedford at one time, and a member of the State Senate. When the War of 1812 practically annihilated the whaling

industry of New Bedford, and the old Bedford Bank, of which he was the president, was obliged to close up its affairs, he removed to New York and was there actively and successful engaged as a merchant for the rest of his life. He died in his handsome house on Beekman street, near St. George's Church, in 1828. His widow Anna survived him until 1845. His daughter Elizabeth married Jacob Barker, of Philadelphia, one of the great financiers of this country. Another daughter, Sarah, was an exceptionally interesting woman. As a child she lived with her Grandmother Rodman, in Newport. She married John H. Howland, of Dartmouth, who removed to New York in 1810 and formed a partnership with his nephew, Joseph Grinnell. He was a very successful merchant and a public-spirited man. In fact, the descendants of "Bedford Tom" were in no way inferior to the legion of Hazard descendants who played so large a part in the industrial and civic history of Rhode Island.

One of the original directors of the Bedford Bank was John Howland, born in 1742. He was the master of one of the first whalers which sailed from Old Dartmouth in 1760. He was afterwards the owner of the ship "Fame." His shrewd business habits caused him to be made the agent of many vessels. He was considered one of the richest men of his day. William Rotch, to be sure, was looked upon as a millionaire, but "John Howland had the most ready money." He lived on Water street, just south of School street. The building still stands. He was interested in all town affairs and helpful in the transaction of the public business. He died in 1828. His two sons, John and James Howland, were prominent merchants of the next generation.

Among the original directors of the Bedford Bank, and of the Bedford Commercial Bank, was Captain Cornelius Grinnell. He served for twenty-six years, until 1831. He died in 1850, aged ninety-eight years. Captain Cornelius was not a whaling captain. He was in the merchant packet service. An advertisement in the "Medley" in 1792 states that he is about to sail for Havre de Grace. Mr. Ricketson gives a delightful picture of Captain Cornelius Grinnell both as a young man and as one of the worthies of New Bedford: "A gentleman of the old school, hospitable, urbane, a man of sound judgment and unswerving integrity of character." Mr. Crapo's only recollection of Captain Cornelius Grinnell is seeing him going into the fashionable barber shop on the north side of Union street, between Johnny Cake Hill and Water street. Mr. Crapo remembers his brass-buttoned long coat over tight fitting short breeches with silver knee buckles and shining top boots, his hair long and tied behind with ribbon. This was a much more modern and sober costume than he wore when his portrait was painted in Havre de Grace in 1792: "Sky blue colored coat, buff waistcoat, white cravat, ruffled shirt and wristbands and hair powdered." It is curious that Mr. Crapo's only recollection of Captain Grinnell was as he entered a barber shop. Mr.

Ricketson facetiously describes another barber shop experience of the captain in France fifty years earlier. There can be no question that Captain Cornelius Grinnell was one of the most progressive and broad-minded merchants of Old Dartmouth, a man held in the very highest respect as a citizen. There can also be no doubt that he was always well groomed.

George Howland was the first president of the Bedford Commercial Bank, being thirty-five years old when elected and served in that office thirty-six years, until his death. When sixteen years old George Howland left his father's farm and entered the counting room of William Rotch. He became one of the most successful and wealthy merchants of his day. His own counting room was at the foot of North street. Mrs. Mary Jane Taber has contributed to the Historical Society many interesting anecdotes of Mr. Howland and his family.

Another Howland family was well represented in the Bedford Commercial Bank directorate—Isaac and Gideon Howland and later Edward Mott Robinson, the second president of the bank. The other directors of the Bedford Commercial Bank included most of the preëminently important merchants of the earlier days. The Rotch, Rodman, Grinnell, Nye, Howland and Hathaway families were well represented and many of the descendants of the earlier directors, no longer for the most part the preëminently leading merchants of the community, were connected with the bank until its liquidation in 1898.

John Pickens was the cashier of the Bedford Bank. He was born in 1743 and served as an officer in the Revolutionary army. Daniel Ricketson describes John Pickens as follows: "Behind the desk, upon the left hand of the banking room, might usually be seen busily employed in writing, a tall and elderly gentleman, his cropped gray hair brushed back from his forehead, with a white neck cloth closely drawn about his throat, a pepper and salt colored suit, the coat long-skirted, with large pockets on the side, one row of buttons, and of Quaker curve, but with a collar and small clothes with knee buckles, which, with the style of shoes worn by the older men of that day, complete the personal appearance of the venerable and worthy cashier of the old Bedford bank, John Pickens, esquire." He died July 31, 1825, aged eighty-two years, and lies buried in the old graveyard at Acushnet Village. A pen and ink portrait of Mr. Pickens by Daniel Ricketson is in possession of the Historical Society. Joseph Ricketson was the first cashier of the Bedford Commercial Bank, serving from 1816 to 1834. Daniel Ricketson also describes Joseph Ricketson, who was his father, with filial pride. James H. Crocker succeeded Mr. Ricketson, serving four years.

Thomas B. White acted as the next cashier, serving for thirty-five years. Mr. White came from Newburyport. He was a large, heavy man, slow of motion, and ponderously methodical. He was a lover and a

teacher of music, and organized a chorus which gave public concerts. He had as his clerk and understudy Benjamin F. Coombs, who succeeded him as cashier in 1873. Mr. Coombs was the antithesis of Mr. White. He was a slight, nervous man, who chewed tobacco continuously. He used to practice pistol shooting in the cellar of the bank after hours. He was able to add up two columns of figures of a long depositor's ledger with amazing celerity and absolute accuracy.

In the earlier days of banking in New Bedford, until the latter part of the last century, the cashiers of the banks were called on for little more than clerical duties. No personal or commercial paper was ever discounted until solemnly scrutinized and passed upon by the deliberate vote of the board of directors. All questions of credit and all questions of financial policy were determined solely by the president and board of directors. Save for the safe-guarding of the money and securities of the bank, and the keeping of accurate accounts of its transactions, the responsibility and the initiative of a cashier was usually slight.

In 1876 James H. Tallman became cashier under the more modern methods by which the cashier was in effect the executive head of the bank. Mr. Tallman in 1864 was in Mr. Crapo's law office. In 1865 and 1866 he was clerk in the Mechanics' Bank. In 1867 he entered the employ of the Bank of Commerce and continued in its service for thirty-one years, during twenty-two of which he was the cashier.

*Merchants' Bank*—The Merchants' Bank, affiliated with and inspired by the Merchants' Insurance Company, came into existence in 1825. It renewed its State charter in 1831, and with the ever-changing conditions of bank existence, the varying laws of regulation, the State and National requirements, the complete change in the nature of the business of the community, it attained and has maintained its position as the most influential bank in the community.

The early directors of the Merchants' Bank were all leading and active merchants of New Bedford, more exclusively so than was the case of the other banks. The Bedford Commercial and the Fairhaven Bank and the Marine Bank had among their directors retired merchants, men of landed estates, and men of comparative leisure. The Mechanics' Bank had representatives of the mechanics and humbler shop-keepers.

The first president and guiding spirit of the Merchants' Bank was John Avery Parker, who had been on the directorate of the Bedford Commercial Bank since its origin in 1816. He became president of the Merchants' Bank in 1825, continuing as such for twenty-eight years, until his death in 1853. Mr. Parker was born in 1769 in Plympton, Massachusetts, and during his early life kept a store in Westport, and there engaged in building ships. In 1803 he moved to New Bedford. He first lived at the corner of Bridge street and Water street. Later he built the large wooden porticoed dwelling on Purchase street, between Elm and

Middle, which for eighty years and more has been the hotel of the town. John Avery Parker found it too old-fashioned and inconvenient in 1834 and built the splendid granite mansion on County street, near the Common, which was one of the principal show places of the city, now unfortunately demolished. Mr. Parker's counting room and warehouse, built in 1833, was at the corner of Bridge and Front streets, and his wharf was directly in front, where now the street railway power station smokes. John Avery Parker was an "all around" merchant, not confining his activities to the whaling industry, but interested also in cotton mills and iron foundries and various enterprises. His intelligent energy as a business man made him by far the wealthiest merchant of his day. He was also an active citizen. He was captain of a volunteer militia company in 1814, when the "Nimrod" was menacing our shores. He was a fire warden. As chairman of a self-appointed school committee he was instrumental in establishing the first free school in New Bedford which was not a pauper school. In all the larger enterprises of the community, such as the construction of a railroad to Taunton and the inauguration of manufacturing industries, Mr. Parker was a leader. His financial support was important, yet his personality was even more important.

Associated with Mr. Parker in the bank was James B. Congdon, who acted as cashier from the start until 1857, a term of thirty-two years. James B. Congdon is perhaps the most interesting personality connected with the history of the banks of New Bedford. He was dynamic. His restless, active mind seemed to know no limitations. He not only was more keenly alive to the phases of banking as a science than the cashiers of other banks, his contemporaries, but he practically governed the whole community as chairman of the board of selectmen from 1834 until the town became a city in 1847. He drafted the city charter, and wrote most of the ordinances which were adopted during his connection with the municipal government. From 1858 to 1879 he was the city treasurer and collector of taxes. He was the main inspiration of the public library, and served as secretary of the board of trustees of the library for more than thirty years. Indeed there was no interest of the community to which he did not give unselfish devotion. He was a profuse writer. He wrote always with an enthusiastic and glowing style monographs on banking, essays on literary subjects, dedicatory addresses, historical papers, poetry; everything was food for his pen. He not only wrote with facility, but he read with ardor. His love of books was a passion.

At a dinner held a year or so ago, at which the bankers of New Bedford of to-day were present, W. W. Crapo told a story which illustrates the difference in temperament between Mr. Parker and Mr. Congdon, a difference which perhaps made them so admirable a team in their work for the Merchants' Bank. For some reason the bank was pinched; possibly it was short of funds to redeem its bills in Boston. Whatever the

reason, it was necessary for Mr. Parker and Mr. Congdon to make a journey to Boston to borrow money of the Suffolk Bank to make good. They went by horse and chaise and reached Bridgewater at dusk, where they spent the night. They slept in the same room. Mr. Congdon afterward told of his extreme irritation at the insensate conduct of Mr. Parker, who promptly went to sleep and snored, while Mr. Congdon was so worried about the situation, wondering whether the loan could be effected, that he tossed sleeplessly all night. It is needless to say that Mr. Parker had vastly more at stake. Mr. Congdon, indeed, was ever too busy a man working for others to acquire financial means of his own. The next day the loan was easily arranged, Mr. Parker very likely giving his personal obligation, and the two men returned by horse and chaise to New Bedford, Mr. Congdon relieved at the happy escape from difficulty for the bank, but still provoked with Mr. Parker for his apparent unconcern.

Mr. Crapo as a boy was closely associated with Mr. Congdon in the town office at the top of the old town hall, now the public library. Their friendship was unabated so long as Mr. Congdon lived. As a boy Mr. Crapo remembers often seeing Mr. Congdon coming up the hill of William street swinging the enormous metal key of the bank vault. His portrait in the public library portrays him well.

Charles R. Tucker, one of the enterprising and successful whaling merchants of his day, and a prominent member of the Society of Friends, succeeded Mr. Parker as the president of the Merchants' Bank, and served as such for twenty-two years, being succeeded by Jonathan Bourne, another most successful whaling merchant. Peleg C. Howland succeeded Mr. Congdon as cashier in 1858 and served until his death in 1885, a service of twenty-seven years, being succeeded by Henry C. W. Mosher. During the first seventy-four years of the bank's history there were but three cashiers.

*The Fairhaven Bank*—In March, 1831, the Fairhaven Insurance Company and the Fairhaven Bank were chartered by the State, naming as corporators the same group of Fairhaven whaling merchants. Both the bank and the insurance company had capitals of \$100,000; the bank capital was increased in 1836 to \$200,000. At the present time the capital is \$120,000. When this bank and marine insurance company were organized, Fairhaven was almost as largely interested in whaling ventures as the village across the river and the same motives and considerations of business needs caused the merchants to establish these mutually serviceable agencies.

The original meeting of the subscribers of the capital stock of the bank was held at Wing's Hotel on April 19, 1831, the call being signed by Warren Delano. Ezekiel Sawin was chairman of the meeting, and Benjamin Rodman, who had interests in Fairhaven, was chosen secre-

tary. In May, 1831, Noah Stoddard conveyed to the president, directors and company of the Fairhaven Bank a lot of land on the south side of Centre street, west of his dwelling house, with a frontage of thirty feet and a depth of fifty-four feet. The dwelling house of John Delano was to the west. Here the charming building now occupied by the Savings Bank was built and the Fairhaven Bank did its business here on the first floor for forty-five years, the Marine Insurance Company having its office in the second story. In 1876 the National Bank of Fairhaven, the successor of the Fairhaven Bank in 1864, purchased of the estate of Horatio W. Richmond the land and buildings next east of the old bank house at the corner of Centre and Main streets, adding a strip on Main street purchased from Abner C. Fish. Horatio W. Richmond a few years before had erected the building for use as his apothecary shop with his dwelling in the stories above. The bank fitted up the apothecary shop for a banking room and has occupied it as such for forty-one years to the present time.

At the time when the whaling industry ceased to be profitable, many of the whaling merchants in Fairhaven were sorely smitten and the bank, of course, sustained severe losses, yet it was able to adjust itself to the new condition and has since gradually attained a position of prosperous stability. It now has resources of about \$500,000.

Ezekiel Sawin was the first president of the Fairhaven Bank, serving thirty-one years. He was a whaling merchant and carried on a ship chandlery business on Water street. The building, with its delightfully constructed observation cupola, now stands deserted. Back of the shop, near the river, was a sawmill, where ship timbers were sawn. The location was north of Union Wharf. At Sawin's shop practically all the Fairhaven whale ships were supplied with fittings. Mr. Sawin was not a man of much wealth, but he was distinctly a leader in the community, always ready to tackle any problem of public interest. He seemed to be the natural head of anything that was doing in Fairhaven in his day. When the crash in the whaling business came and Fairhaven was laid low, Mr. Sawin was seriously affected, but it did not kill his courage. His dwelling was the fine house which Weston Howland lived in for many years, still occupied by his family.

Asa Swift, Jr., an original director, was a whaling captain and afterwards a merchant. He was one of the leading men of the town. He lived on Water street. Lemuel Tripp, another original director, was known as "Deacon Tripp." He was a man of high character and devoted to the Congregational church. He had the respect of the whole community. He lived on William street, in the house where his grandson, Lemuel T. Willcox, lately died.

Nathan Church, another original director, was the rich man of Fairhaven. His wealth measured by modern standards would seem trivial,

yet in the Fairhaven of his day he was considered a plutocrat. Mr. Church's counting house was on the east side of Water street, opposite Ezekiel Sawin's. Job C. Tripp, who until last summer was the oldest man living in Fairhaven, said that as a young man he admired Nathan Church because notwithstanding his exalted position as a man of great wealth, standing on a sort of pinnacle, he nevertheless was most urbane and stopped and greeted all his neighbors and fellow-citizens in the most friendly sort of way, "common sort of people just the same as the merchants."

Mr. Tripp also said that it was Mr. Church's rigid rule of paying all his bills weekly every Saturday afternoon, not only his bills at the retail shops, but all accounts connected with his extensive whaling enterprises which could possibly be adjusted weekly. Mr. Church built the attractive house which Walter P. Winsor, of the First National Bank, long lived in. F. R. Whitwell was also a whaling merchant. His counting room was on Water street, south of Ezekiel Sawin's. He was somewhat more successful in escaping calamity than some of his fellow merchants. He was deemed to be the second wealthiest man in Fairhaven after Nathan Church. He lived on the west side of North Main street. His son, who was also later a director of the Fairhaven Bank, was also a leading merchant. Abner Pease, another original director, was a quiet, soft-mannered Quaker, who lived in the north part of the town which has been since distinguished as the "Pease district." His attempt to dedicate his property to educational purposes was somewhat diverted to the support of lawyers, owing to the complicated litigation which ensued.

William P. Jenney, another original director of the Fairhaven Bank, was a partner in the firm of Gibbs & Jenney. Gibbs & Jenney failed just before the war of 1860. The assignees appointed by the court were George E. Tripp, afterwards the president of the Fairhaven Bank; Joshua Tobey, of Wareham, and William W. Crapo. Mr. Tripp was an excellent man, somewhat pretentious, but not ambitious to undertake cares which could be avoided. Mr. Tobey lived in Wareham, where he had plenty of business to attend to. The result was that Mr. Crapo had his only experience as a whaling merchant in fitting ships, arranging voyages, selling oil, making settlements, etc. He had often acted as attorney for ship owners, but he had never before been confronted with the task of actually running a whaling business. It was only the remnants of a once prosperous business which Mr. Crapo could rescue. He employed Edmund Allen, who had clerked it for Gibbs & Jenney as his assistant in the business. Mr. Allen attempted the whaling business on his own account and failed and Mr. Crapo was in turn his assignee. As an illustration of how hard hit Fairhaven was in those days, the best bid which could be obtained for the elaborate gothic house and large well-conceived garden belonging to Mr. Jenney was \$4,000. This attractive

estate was on the site of the present Unitarian church. Mr. Allen's handsome house was sold for \$6,000 and afterwards became the residence of Henry H. Rogers, where later he built his big house which has since been dismembered.

There were other early directors of the Fairhaven Bank whose enterprise and faith in the risks of the whaling business were equal to those of the merchants on the west bank of the Acushnet river. One difference between the two groups of men was religious. The west side merchants were Quakers and Pacifists. The east side merchants were Congregationalists and fighters. It is perplexing to consider that peace without victory has been the lot of Fairhaven in a business way. Possibly victory without peace is the less desirable result on the west bank of the river.

The Fairhaven Bank is the only bank of Old Dartmouth which has had the thrilling experience of real bank burglars. Mr. William C. Stoddard tells the story. One Saturday evening in April, 1868, he took the nine o'clock bus from New Bedford over the bridge, intending to go to a club meeting. The club consisted only of Walter P. Winsor, Thomas B. Fuller and himself. He was a clerk in the Fairhaven Bank, then located in the old building where now is the Savings Bank. He had left his pipe in the bank and went there to get it before going to the club for the customary smoke talk. As he was about to unlock the front door, he heard noises in the dark bank. He called James F. Tripp, who was standing on the opposite side of Centre street, and together they investigated. They heard several persons leaving the bank by the back windows. It was too dark to see them. On entering the bank, they found the directors' table covered with burglars' tools, with a rigging to force the vault door. The burglars, however, had found an easier way of approach to the treasure, and had made a hole in the plastering at the side of the vault, which would have enabled them easily and within a short time to penetrate the thin boiler plate of the vault, where they would have found a plenteous supply of specie and money and negotiable bonds amounting to several hundreds of thousands of dollars in value, including the securities of the Savings Bank, which were kept in the same vault. The forgotten pipe saved the bank. The precipitous departure of the burglars possibly saved Mr. Stoddard, as by means of keys of the bank on his person they would have had a convenient access to the vault. Two of the men, who had been making a study of the situation for several weeks before pulling off the job, were taken by the New Bedford police. One of them was Jimmy Hope, a notorious bank robber, who was finally caught and held in San Francisco. They were quickly bailed out from detention in New Bedford, the bail being \$15,000 in one case and \$5,000 in the other. Thereupon they vanished.

*Mechanics' Bank*—The Mechanics' Bank and the Mechanics' Insur-

ance Company were incorporated under separate legislative acts in June, 1831. A majority of the incorporators of both companies were the same individuals, and William R. Rodman was the president of each company.

Isaac Howland signed the notice to the subscribers for the meeting of organization of the bank, held July 16, 1831, at the counting room of William R. Rodman. At this meeting Thomas A. Greene was chairman and James Thornton secretary. At the first meeting of the directors, July 23, 1831, William R. Rodman was elected president. James B. Congdon, the cashier of the Merchants' Bank, soon afterwards made application for the position of cashier, and was elected. Subsequently he withdrew and his brother, Joseph Congdon, was elected in his stead. Mr. Congdon's salary was fixed at \$1,000, and was not increased as to gross amount during his twenty-six years of service. In the beginning he was authorized to employ an assistant at his own expense. This assistant was Peleg Hall, who served until 1835, when Isaac C. Taber was appointed his successor at a salary of \$400 a year. Mr. Taber was soon succeeded by William G. Coffin, who after nearly ten years of service in 1845 was given a maximum salary of \$450 a year. Joseph R. Shiverick acted as the secretary of the board of directors without pay for twenty-eight years, from the organization of the bank in 1831 until 1859.

The bank was originally capitalized at \$200,000. In 1854 this was increased to \$400,000, and in 1857 to \$600,000, which is its present capital. In 1851 it renewed its State charter, but in 1864 the stockholders voted to surrender the State charter and organize a national banking association. The bank continued for about a year to conduct business under both charters as two separate institutions. The bank paid in dividends six per cent. a year for the most part during the first half century of its existence. The failure of Charles Russell & Sons in the early history of the bank was evidently a trying experience for all the banks in New Bedford, and there is much about it in the early directors' records.

"Memo. May 12, 1837. This bank, together with all the other banks in town and vicinity, suspended specie payments, or in other words, ceased to redeem their bills on demand." This entry is not to be construed literally. The bills were redeemed in perfectly good money, but not in coin. Occasionally the difficulty in obtaining specie was so great that almost all the banks of the country were forced now and then to suspend specie payments. At the time of the Civil War the suspension was practically universal. The resumption of specie payments after the war was looked forward to with much apprehension which was not justified by the event. The difficulty in obtaining specie in 1837 and 1838 is evidenced by the entries in the records urging the cashier to purchase it on the "best terms available." On November 25, 1837, at a special meeting of the directors, Mr. Congdon was authorized to represent the

bank at "the convention of banks in New York," held, doubtless, to consider the general situation.

An entry in the bank record reads, January, 1836: "On the 13th inst., the cashier committed to the care of John Sargent (of this town) \$2,000 in Bank Bills to be delivered to the Suffolk Bank in Boston. They were not delivered in Boston as requested but lost on the road. On the 19th inst., said bundle containing Two Thousand Dollars was found and returned to this bank in safety by \* \* \* Godfrey, wagon driver on the line between N. Bedford and Boston. Whereupon, Voted: That the Cashier be authorized to pay to said \* \* \* Godfrey the sum of Fifty Dollars it being as a reward for finding and returning to this bank said package containing \$2,000. Voted: That the Cashier is authorized to pay to sd John Sargent the sum of ten dollars 91 cents, it being the amount expended by him in searching for sd money."

Before the Civil War, all four of the old State banks of New Bedford made free use of an unrestricted right to issue circulation. At times the issuing of currency in exchange for bills receivable was more profitable than loaning money or credit at interest. The danger of over-circulation and the difficulty in a time of stress of redemption made this form of banking somewhat hazardous. The bank bills of the Massachusetts country banks and other New England banks were redeemable at the Suffolk Bank in Boston. This was not a matter of legal requirement, simply an established custom. To the credit of the integrity, wisdom and conservatism of our community, it can be said that no New Bedford bank bill was ever dishonored.

Before the Civil War, the need of a more stable and reliable currency had been demonstrated. The New Bedford banks, carefully and conservatively managed, had been able to supply a dependable currency and the profit was satisfactory. This was by no means the universal rule. As one of the results of the war, the national banking system was inaugurated and one of its provisions was a special tax of ten per cent. on all currency of State banks. This was a completely effective method, as it was designed to be, to force every State bank of issue to submit to the national system. The four banks of New Bedford were wise enough to see the writing on the wall, and abandon their State charters and seek Federal charters.

The Mechanics' Bank received its Federal charter in June, 1864, retaining its State charter, however, until March, 1865. At that time it had outstanding a considerable amount of circulation which, under the terms of the national banking act, was redeemable within two years. After two years the old bills were outlawed, but so far as known no New Bedford bank ever took advantage of this statute of limitation. Even within this century the bank has redeemed bills issued by it prior to 1864.

The business of issuing circulation had been profitable to the Me-

chanics' Bank, and it wished to make the experiment of continuing that branch of its business under the new law. One necessary requirement for the right to issue circulation under the new regime was to acquire and deposit in the United States Treasury, bonds of the United States to secure the same. The best bonds to buy were the "5-20's." The sooner they were picked up the better, since it was evident that it was a rising market. These United States bonds bearing interest at six per cent. were called the "5-20's," because although they were payable in twenty years the national government reserved the right to retire them at the end of five years. They took the place of the 7-30's, so-called because they bore interest of two cents per day for three hundred and sixty-five days in the year. So the Mechanics' National Bank picked up here and there as it could, in the Boston and New York market, \$600,000 of these "5-20" United States bonds, an amount which represented its entire capital stock, by the deposit of which in the treasury it could obtain the right to issue \$540,000 of national bank bills. The troublesome question was now to get these bonds from the old vault on Water street to the Treasury Building in Washington. There were two or three so-called "express" companies in New Bedford, brought into existence about 1850 by the building of a railroad between New Bedford and Taunton. Hatch, Gray & Company are, perhaps, the best remembered. The directors of the Mechanics' Bank, however, did not consider it safe to entrust so much value to agents who would be quite unable to make good any mis-carriage. It was therefore decided that two officers of the bank should take the bonds to Washington. The cashier, Eliphalet W. Hervey, being a salaried officer, was naturally selected as one. The other, it was determined, should be a member of the board of directors. Thomas Mandell, the president, said he was much too old for the job. John R. Thornton simply said he wouldn't. Thomas Wilcox was too modest, wherefore by a natural process of elimination the job was wished on William W. Crapo, the youngest member of the board, then about thirty-five years of age. No extra compensation was suggested. The bank did, however, pay the bare traveling expenses of its messengers.

Mr Hervey and Mr. Crapo obtained an old well-worn carpet bag in which the \$600,000 of government bonds were stored, and going to Fall River by team, took the boat to New York. Mr. Crapo cannot recall whether it was Mr. Hervey or himself that slept with the precious carpet bag in his bunk, but together they had it in the stateroom, and together they carried it up to the Astor House in the morning and took a room where they deposited the bag on the floor. Mr. Hervey went downstairs and had some breakfast, Mr. Crapo guarding the bag in the chamber, and then, in turn, Mr. Hervey guarded the bag while Mr. Carpo went downstairs for breakfast; and then together they guarded the bag until the next train was ready to leave Jersey City for Washington, which

was not until noontime. In those days of the war, traveling was neither luxurious or safe. The train, called a "mixed train," was crowded with soldiers and camp followers, and assault and robbery were incidents to be expected. The carpet bag was placed on the floor of the car, closely between them, and they tried to appear unconcerned. The train reached Washington long after the Treasury Department had closed, and the guarding of the bag was continued in the old Willard Hotel with watches turn and turn about. As soon as the Treasury opened the next morning, two tired, travel-worn men deposited their old carpet bag with the Treasurer of the United States. A considerable time was taken in checking up the bonds and listing the numbers and fulfilling various necessary formalities. In the end a receipt was issued to the Mechanics' Bank, and Mr. Hervey and Mr. Crapo, with a feeling of intense relief, walked down Pennsylvania avenue, and had a bite for breakfast. Mr. Crapo subsequently became, through various employments, extremely familiar with the Treasury Department, its methods and its varying personnel, and twenty years later he drafted and, as chairman of the finance committee of the Congress, was instrumental in the legislation which renewed the national bank charters, yet nothing connected with the Treasury or the national bank system has ever made so deep an impression on him as that perilous journey from New Bedford to Washington with the old carpet bag bulging with more than half a million of precious bonds.

In 1831 a lot of land for a banking house was purchased by the Mechanics' Bank from Mary Rotch, with an extra ten feet in the rear from Benjamin Rodman, at the northeast corner of Water and Rodman streets, about thirty-one feet frontage and fifty-five feet depth, an identical lot to the south being at the same time conveyed to the Merchants' Bank. Apparently the Mechanics' Bank, together with the insurance company, began business in "Samuel Rodman's Stone Building, south side," opposite his dwelling, the building now occupied by Charles O. Brightman. The earlier stockholders' meetings, however, were held either in William R. Rodman's counting room, or "in the reading room over S. & C. S. Taber's store, No. 36 North Water street." Meanwhile the new building at the foot of William street was under construction. "The Mercury" of July 19, 1833, says: "The Mechanics' Insurance Company have removed their office to the New Building at the foot of William Street." This was the second story over the bank. Moses Gibbs was the secretary of the insurance company. The annual meetings of the bank in October, 1833, 1834 and 1835 were held in this office or "hall," as it was called, presumably because it was more commodious than the banking room. Afterwards the stockholders' meetings were usually held at the bank. Probably the bank was established in its quarters at the foot of William street in the later part of 1833 or the early part of 1834.

The old bank building at the foot of William street still stands, a fine example of that steadfast loyalty, without subservience, to the purity of the architectural orders adapted without being mutilated to serve the exigencies of specific problems, which characterized Russell Warren's work. New Bedford is indeed fortunate in still preserving a number of examples of this famous architect's work. It is difficult in view of later history to conceive that the Merchants' and the Mechanics' banks could ever have agreed to act jointly, yet, in 1831, they evidently did act jointly in employing Mr. Warren to design a building for their common use.

The skill with which Warren's design was made becomes more and more impressive as the location and form of the building is studied from the point of view of the artist. Nothing approaching it has ever since been achieved by later bank architects. The design alone was a joint undertaking between the banks. The construction of the two several halves of the building was undertaken separately under different contracts. The south half, belonging to the Merchants' Bank, was built by Dudley Davenport, a prominent and showy sort of man who, curiously enough, was a director of the Mechanics' Bank. The north half was constructed for the Mechanics' Bank by Robert Chase, a less showy but, in some ways, a more reliable contractor. Mr. Chase subsequently became the boss mechanic of the New Bedford & Taunton railroad. When the building was nearing completion after a year or two of delayed construction, it was discovered that the Ionic columns which support the pediment in front of the several halves of the building differed in entasis, which is to say the perpendicular swelling curve of a classical pillar. A builder learned in his profession is supposed to know the exact entasis requisite for a pillar of a specified height and diameter. Russell Warren passed judgment on the work of the two builders. He found that the three pillars in front of the Mechanics' half of the building were orthodox, and that the three pillars in front of the Merchants' half of the building were heterodox. The cost of the building to the Mechanics' Bank was \$9,500.

In this fine old building both banks carried on their business for over sixty years, the Merchants' on the south side and the Mechanics' on the north. The two banks were similar in their interior arrangements. Whenever one made some slight improvement or change, the other quickly followed with something hopefully better. The vaults in each case were at the easterly end of the original building. When in 1876 the property of the old Savings Bank was acquired from Mr. Bartlett, both banks extended their quarters.

The north half of the second story of the old building was from the start the office of the Mechanics' Insurance Company. In 1846 the Wamsutta Mills was started and established its office over the Merchants' Bank. Joseph Grinnell was its president and Edward L. Baker its treas-

urer. Here was located the office of the Wamsutta Mills until the building was abandoned by the banks in 1894. The front room, at the corner, was occupied by Andrew G. Pierce and two or three clerks. The back room was filled with samples of cotton. There were no typewriting machines, or adding machines, or stenographers connected with the establishment. It is doubtful if any female person ever worked in any office on Water street, surely none until after the last quarter of the last century.

At the time of the exodus from Water street, the Mechanics' Bank acquired a twenty-year lease of the corner stores in the old Cummings building at the southwest corner of Purchase and William streets, opposite the location of the Merchants' Bank Liberty Hall property. The banks still kept close together, although the street separated them. On the location of the Mechanics' Bank in my boyhood was the apothecary shop of William P. S. Cadwell, and to the south the book shop of Charles Taber. In this location the bank continued to do business for nearly twenty years, when the approaching termination of its lease and the proposed widening of Purchase street led to its seeking new quarters. It purchased in 1914 land at the southwest corner of Union and Pleasant streets. This property was conveyed by John Williams to Moses Grinnell in 1782, and was occupied as a homestead by him and his widow and his son, Charles Grinnell, for seventy-three years, until 1855. In 1858 it came into the possession of Oliver R. Whitcomb, whose family owned it for the next thirty-eight years. On this site the Mechanics' Bank built its present banking home. Quaker-like in its severe simplicity, yet as the Quaker ladies prided themselves in an ungodly way on the fineness of the weave of the fabric they wore, the bank plumes itself on the texture of its Bethel granite.

The first president of the Mechanics' Bank was William Rotch Rodman, son of Samuel. He served the bank as president for twenty years, until 1851. Mr. Rodman was essentially an aristocrat. He had a somewhat haughty manner, and consequently was not generally popular. His counting room was in the old wooden building at the corner of Rodman and Front streets, afterwards occupied by Francis and Horatio Hathaway. Mr. Rodman's manner was largely only manner and not indicative of his character, which was kindly and generous. He was a man of rather more scholarly attainments than many of his business contemporaries. His dwelling house on County street, at the foot of Hawthorn street, designed by Russell Warren, is to-day the most stately mansion in New Bedford.

Thomas Mandell was another original director of the Mechanics' Bank, serving for nearly fifty years. He succeeded Mr. Rodman as president in 1851, and served until his death, in 1870. He was born in North Fairhaven in 1792. When a young man he became a clerk in the

firm of Isaac Howland & Company, and later became a partner with a share of one-seventh in the net earnings. To his sagacity and faithfulness, this prosperous firm in its latter days is indebted for much of its success. To his own care and frugality he himself was indebted for his considerable fortune. Especially after the departure of Edward M. Robinson to New York, Thomas Mandell was the active outdoor man of the firm of which Sylvia Ann Howland was the resident owner. Mr. Crapo describes Mr. Mandell as an upright and honorable merchant, benevolent and kindly. When he formed an opinion, he was rather "set" about it. On the records of the directors of the Mechanics' Bank there is a resolution adopted by the board on the decease of Mr. Mandell in 1870, and in the remarks made by Mr. Crapo on that occasion, he said: "Mr. Mandell's love for his neighbors, joined so closely with sincerity and earnestness in the performance of duty, that during his long life he was constantly doing good and making others happy."

W. W. Crapo succeeded Mr. Mandell as president of the Mechanics' Bank and served thirty-four years. So that in the first seventy-three years of the bank's history there were but three presidents.

George S. Baker, another of the original directors, was a partner of Oliver Crocker. Their business was the manufacture of oil products. Their counting room was in the alleyway off Second street, in the second story of an old wooden building. South of the alley were Brown & Purrington, merchant tailors. He died when still a comparatively young man. His son, William G. Baker, was subsequently the editor of the "Mercury."

John Perkins was a wallpaper manufacturer. His store and factory were in a three-story wooden building on Union street, where is now the Steiger-Dudgeon Company. In this building the Public Library was started. Mr. Perkins was a man of only moderate means.

Pardon Tillinghast came from Newport. He was a clerk of Jireh Perry and afterwards a partner, engaged in the whaling business. He was a man of substance. "A fine old gentleman," says Mr. Crapo.

Joseph R. Shiverick was not a merchant of any prominence. He was "a careful, prudent man." He lived on County street, opposite the court house.

Edmund Gardner was one of the most capable whaling masters who ever sailed from this port. His thrilling adventures have been told in a publication of the Historical Society prepared by his grandson, Walter S. Allen. Mr. Crapo recalls him as "a splendid old gentleman."

Andrew Robeson was a son-in-law of old Samuel Rodman. He lived in a brick mansion on the west side of Second street, opposite Elizabeth Rotch Rodman's stone house on the east side. His gardens extended up William street to Purchase street. He had a cotton mill in Fall River, and every day he drove a fast horse and light buggy over to

Fall River, by Head of Westport or Hixville, returning at night. He used to make fabulous time on these journeys and prided himself on the speed of his horses. It was he who conceived the idea of a boulevard around Clark's Point and by reason of his long continued persistence in advocating the plan, the road was at last constructed, and was called French avenue, after Rodney French, the mayor of the time, much to the disgust of the originators of the plan. Mr. French was *persona non grata* to the aristocratic merchants of the town, who, outside their own select circle, were called "the old hunkers."

Dudley Davenport was a contractor and builder. He had a lumber yard at the foot of Bush street, where the New Bedford Gas & Edison Light Company is now. His was the "south end yard." The "north end yard" was Sampson Perkins'. Mr. Davenport was an energetic man, but his actions were often erratic. His failure in business in 1843 caused him to cease to continue as a director.

The above-named comprised the original board of directors, all of whom Mr. Crapo clearly remembers. Other early directors were William Cummings, who kept the "store" at Smith Mills. John R. Thornton, who was one of a strong Quaker family. In his early business life, he had a dry goods store on Union street, at the foot of Johnny Cake Hill. Later he engaged in whaling, his counting house being on Commercial Wharf. Edmund Taber, who was a member of the firm of Ticker & Taber, wholesale dealers in dry goods and fitters of slop chests. Their shop was on Water street, south of the Bedford Commercial Bank. He became early interested in the discovery of petroleum oil. Sylvanus Thomas, who was an oil manufacturer, having a counting room and warehouse in New York, where he spent much of his time. George Homer succeeded to his business.

The first cashier of the Mechanics' Bank was Joseph Congdon. He was a man of different temperament and capacity from his brother James, the cashier of the Merchants' Bank. He was content to attend studiously and methodically to the rather humdrum duties of a cashier of those times. Mr. Crapo recalls him as a somewhat diffident, retiring man. At the bank he wore a long, swallow-tail coat, with a short jacket superimposed, below which the coattails waved when he moved. In his "weskit" pocket he always carried parched corn which he constantly nibbled during banking hours. Until late in life he was a bachelor, and his main interest was in the cultivation of flowers. He must have instilled this enthusiasm in his clerk, Eliphalet W. Hervey, who succeeded him as cashier. Mr. Congdon lived in his later years in the charming English stone cottage on the Point road, still standing in Hazelwood Park. He was cashier of the bank for twenty-six years, and his successor, Mr. Hervey, was cashier for twenty-five years. This same love

of flowers, which also distinguished Thomas Wilcox, must have been instilled in Nathan C. Hathaway, the present assistant cashier of the Mechanics' Bank, who claims now to be the oldest bank employee in the city.

There is engendered through the semi-weekly meetings together on discount days, a comradeship among the directors of a bank, which is a full compensation for their gratuitous service to the bank. Oftentimes when there is no important business to discuss, these meetings become social gatherings. It was not so much an honor as a privilege to meet in intimate intercourse with such men as Andrew G. Pierce, Horatio Hathaway, Frederick Grinnell, William C. Taber, and others. One man in this group, Thomas Wilcox, was so lovable that he endeared himself to every man who ever sat about the directors' table with him. Mr. Wilcox was elected in 1861, the same year as Mr. Crapo. For fifty-two years he scarcely ever missed the semi-weekly meetings. For more than thirty years he was the secretary of the board, and its records are a memorial of the exact and scrupulous care with which he did all things.

*The Marine Bank*.—Among all the men who have been connected with the old Marine Bank (now the First National)—and there have been many whose services to this community deserve encomium—Joseph Grinnell stands preëminent. One of the sons of Captain Cornelius Grinnell, of the old Bedford Bank, he went as a youth to New York and there acquired what was deemed in his day a fortune. Daniel Ricketson, through his "loop-holes of retreat," traced the characteristics of commercial personalities. "The clear-headed, far-sighted, bold and fearless man of business; the cautious, timid, self-distrusting; the steady, persevering, honest, self-respecting; the reckless, the avaricious, the penurious, the generous, benevolent, intelligent, cultivated, knowing, grasping, the haughty and overbearing, the shrewd, manœuvring, dare-devil, mingled together and jostled each other in their daily occupations." Many of these types have been represented among the directors of the Marine Bank, the most democratic bank in New Bedford.

Joseph Grinnell, however, was aristocratically democratic. Mr. Ricketson says: "New York, too, has her noble-minded merchants, of Revolutionary and modern times; and her Grinnells already stand forth as rivals of the Livingstons and Hancocks of older and the Lawrences of later times. But we cannot allow our natural metropolis the whole credit of claiming these last-named gentlemen—the Grinnells. They are not only natives of New Bedford, but here received the rudiments of that education in which they excel as skillful and honorable merchants of the old Quaker stock, from which they sprung."

Joseph Grinnell, the first president of the Marine Bank, serving for fifty years, is the one man connected with banking to whom this community may award the highest place in its role of honorable and useful

service. He did not sit at a desk and attend to details. He had the good fortune to acquire and extend progressive viewpoints. It has been the usual, and, indeed, in many cases, the inevitable misfortune of many of the men connected with the exacting business of banking, to mull at a desk in a country town, confining their energy to fussing over accounts and paltry credits, "attending strictly to duty," as they like to phrase it, and thus denying themselves the acquirement of a broad view of business and citizenship. Such was not Mr. Grinnell's fate. His early experience as a merchant in New York, his later experience as representative of this community in the Congress of the United States of America, his knowledge acquired by foreign travel and touch with things which happened beyond his little native town on the Acushnet, instilled in him a broad and progressive spirit.

Ten years before the Civil War he ceased his somewhat long service in the national government, but not his abiding interest in the national spirit of unification. When, after the war, the suggestion was made for carrying on the banking business of the whole country through a national system, most of the old gentlemen in charge of the New Bedford banks shook their heads solemnly and said it would not work. In the first place it was new, that alone sufficed to condemn it. They had always done a successful business under their State charters, why, then, not bear the ills they had, rather than fly to others that they knew not of? Joseph Grinnell took a different view. He was never afraid of an idea because it was new or revolutionary. He grasped the wide significance of a uniform banking system which would strengthen every associated bank. Among the first in the whole country he applied for a national charter for the Marine Bank, which was properly called the First National Bank of New Bedford. The other banks which still hung back timidly on the shore of the sea into which Mr. Grinnell had so confidently led the way, one by one made the plunge. First the Commercial, then the Mechanics', and last the Merchants'. Not alone in banking was Mr. Grinnell the confident initiator. It was his inspiration which started the spindles. It was he who made the railroad possible. He was not averse to taking a risk in a new adventure when he had deliberately satisfied himself that it was a fairly safe risk. He was conservatively yet bravely constructive in his mental attitude.

The original board of directors of the Marine Bank comprised Joseph Grinnell and his two brothers-in-law, William W. Swain and Joseph R. Anthony, and several other gentlemen who served for rather short terms. Subsequently there were elected certain men whose service covered considerable periods—Edward C. Jones, forty-three years; Edward W. Howland, thirty-four years; Ephraim Kempton, thirty-one years; James Howland, twenty-seven years; William C. Taber, twenty-four years.

Mr. Grinnell's successor was a man of very different characteris-

ties—William Watkins. Mr. Watkins was a conservator rather than an initiator. He never took risks, that is, not consciously. He was born at Westport Point in 1814. When eighteen he became the clerk of Elisha Dunbar & Company, afterwards Edward C. Jones, ship chandlers and managing owners of whaleships. In 1840 Mr. Watkins engaged independently in the ship chandlery business and whaling, which he continued until 1878. Mr. Watkins' service to the banks of New Bedford is more comprehensive than that of any man whose record I have studied. In 1847 he became a trustee of the New Bedford Institution for Savings, serving for nearly fifty years, holding the office of president of the institution for twenty-six years. In 1852 he became a director of the Mechanics' Bank, serving twenty-seven years until he was asked to become the successor of Mr. Grinnell as president of the First National Bank. For eleven years he acted as president, and continued as a director until his death. Mr. Watkins was a man somewhat timidly careful, unwilling to make quick decisions, yet when he felt sure of his ground, rigid in following the course laid down and infinitely patient. The absolute trust in his ability and integrity held by all who knew him was without qualification.

John Williams, Jr., the first cashier of the Marine Bank, was an able man. He was much interested in the theoretical side of banking and wrote pamphlets on banking subjects. In 1839 he resigned and went to New York, where he became prominent in the banking circles of the city. He was the cashier and president of the Metropolitan Bank. He was succeeded as cashier of the Marine Bank by William M. Sisson, the son of Allen Sisson, the village blacksmith at Russell's Mills, a young man who had been clerk for three years. While cashier he took a package of money, contained in a traveling bag, with the intention of depositing it in the Suffolk Bank. He went by coach to Taunton, the nearest railroad connection. At the railroad station he placed his bag on a bench while purchasing his ticket and, the train beginning to move, out he rushed to get aboard. He had traveled on the train some five or six miles before he remembered that he had left his bag containing the money at the station. The train was stopped. It was in the winter and snow was on the ground. He ran all the way back to Taunton and found his bag intact just where he had left it. The exposure and exhaustion of this experience brought on a severe cold and lung trouble from which he died not long after. John P. Barker, the next cashier, who served for thirty-two years, was a son of "Deacon Barker," who lived at the southwest corner of Third and Walnut streets. Walter P. Winsor, who had been a clerk in the bank for ten years, became cashier in 1874 and served as such for twenty-five years, being succeeded by William A. Mackie.

*Citizens' Bank*—Joseph Arthur Beauvais, who had been in the counting room of James B. Wood & Company for twenty-one years, in 1872

formed a partnership with Thomas B. Fuller, of Fairhaven, under the firm name of Beauvais & Company, and engaged in private banking, taking deposits, making loans, dealing in securities and acting as financial agents and advisers. The office of Beauvais & Company was at the northeast corner of Water and Centre streets, directly opposite the Commercial Bank, in the store formerly occupied by Eggers the gunsmith. This property was deeded to Mr. Beauvais by Mary Rotch Emerson. Its north line was the middle of the stairway which led to the law office of Lemuel T. Willcox on the south, and the law office of Eliot & Stetson on the north. In 1875 the Citizens' National Bank was organized and the business of Beauvais & Company was transferred to it, Mr. Beauvais being the president and Mr. Fuller the cashier. The original capital was \$250,000, subsequently increased to \$500,000. The advent of this new bank was not welcomed by the old established banks,—a point of view equally apparent at the present day when any suggestion of a new bank is made. The Citizens' Bank, however, amply proved its right to exist and earned the respect and confidence of the community. The property next north, then occupied by the Union Mutual Marine Insurance Company, was acquired from Benjamin S. and William J. Rotch (April, 1875), and the buildings were modernized and comfortably fitted for banking purposes. Subsequently Hosea M. Knowlton occupied the offices over the bank.

In 1891 the Citizens' Bank moved into a commodious banking house which it had built at the northwest corner of Second and William streets, now occupied in part by the Automatic Telephone Company, and here continued until 1899, when the bank was liquidated for the purpose of uniting with the Mechanics' National Bank, Mr. Edward S. Brown, of the Citizens' Bank, becoming the cashier of the Mechanics' National Bank.

Mr. Beauvais was born in South Dartmouth in 1824. His father was a native of Bordeaux, France, who, when a lad, in order to avoid conscription in Napoleon's army, which was then drafting boys of twelve years of age, was sent to America to his sister, the wife of James Rider, of Dartmouth. Through his mother he was connected with many old Dartmouth families of pure English stock. It is somewhat remarkable that Mr. Beauvais, so unwarlike in appearance and temperament and so thoroughly identified with New England traditions, had a father who was subject to military service in France, and a grandson, Harold Von Schmaedel, who is now presumably doing military service in Germany.

*The New Bedford Institution for Savings*—The Massachusetts savings bank is a type of bank which now exists in many of the eastern States. It is, for the most part, unknown in other parts of the country. It has no capital stock; it has no right to issue currency; its loans and investments are rigidly restricted. It is managed as a philanthropic

agency to enable persons of small means to deposit their savings and have the same wisely invested so as to accumulate earnings. No public philanthropy has been of more enduring benefit to the people of Massachusetts. The "Old Savings Bank" of New Bedford, as it is called, has contributed in a marked degree to the general welfare of New Bedford, through the voluntary, generous and conscientious service given to its hundreds of thousands of depositors by so many of the prosperous merchants and financiers of the community.

The first savings bank established in this country was in Boston in 1816—the Provident Institution for Savings. Nine years after that date, in 1825, the New Bedford Institution for Savings was organized. Its incorporators, who had no motives of self-interest, and no expectation of personal gain, and who were actuated solely by philanthropic considerations, were representative men of the highest standing in the community both as to wealth and character. They were: William Rotch, Jr., Gilbert Russell, Cornelius Grinnell, Andrew Robeson, Hayden Coggeshall, Benjamin Rodman, John Avery Parker, Eli Haskell, Richard Williams, George Howland, Joseph Bourne, Abraham Shearman, Sr., William W. Swain, Thomas Rotch, Thomas A. Greene, Samuel Rodman, Jr., John B. Smith, William C. Nye, Thomas S. Swain, William H. Allen, Lemuel Williams, Jr., John Howland, Jr., Charles H. Warren, William P. Grinnell, Joseph Ricketson, Charles Grinnell, Nathan Bates, John Coggeshall, Jr., James Howland (2d), Charles W. Morgan, Gideon Howland.

The meeting of organization was held on the evening of July 19, 1825, at the counting room of Samuel Rodman, Jr. The first deposit of fifty dollars was made August 15, 1825. In the first two weeks \$950 had been deposited by eleven persons. The first report in December, 1825, shows total deposits of \$13,051. The last report of December 30, 1916, shows total deposits of \$19,841,265.15 by 40,155 depositors, and resources of \$21,766,193.59. The institution has never passed a semi-annual dividend.

Until 1833 the bank apparently did business in some office furnished by the treasurer. Abraham Shearman, Jr., was the first treasurer, serving only a short time, and being succeeded by William C. Taber, who served until 1835. The business of the bank was for a few years transacted in a room in the second story of the building still standing at the northeast corner of the "Four Corners," over William C. Taber's book shop, with an entrance by way of a narrow flight of stairs leading from Union street. The bank at first was open for business only on Mondays of each week, between 12:00 m. and 1:00 p. m. In view of the rapidly increasing business this limited schedule must have been soon extended.

In 1832 the bank purchased of Mary Rotch a lot of land on Hamilton street, extending to Rodman street, "adjoining on the east the lot

whereon the Banking House of the Merchants' and Mechanics' Companies are to be erected." A building was here built and finished in 1833 at a cost of about \$8,000, the land having cost \$3,500. Here the bank lived for about twenty years. The first story of the building was low and partly underground, owing to the grade of the street. Above was a more spacious story, in the front room of which was the bank. In the rear was the Social Library, presided over by Robert Ingraham, where Mr. Crapo used to go on Saturday afternoons to read the "Edinburgh Review" in its heyday, Jeffries and Macaulay issuing their pronunciamentos. After the bank left these quarters in 1854, the building was purchased by Benjamin Lindsey and here for twenty years "The Whalemans Shipping List and Merchant's Transcript" was published by him. In 1875 Mr. Lindsey sold the property to Ivory H. Bartlett, who the next year conveyed it to the Merchants' and Mechanics' banks, which each extended their several quarters to the eastward, rebuilding the old structure and incorporating it with the porticoed building of Russell Warren.

In 1853 a lot of land at the southeast corner of William and Second streets was acquired by the savings bank from Elizabeth Rotch Rodman, south of her homestead, and the bank moved into its new brown freestone building in 1854. The land and building cost about \$18,000. This building is still standing, having been used after its abandonment by the bank for the court house of the Third District Court of Bristol, which has now, in turn, abandoned it. In this commodious and most attractive home, designed by Russell Warren, the bank dwelt for forty-three years, until in 1897 it moved into its present stately home, designed by Charles Brigham, of Boston. There have been erected in this country other banks, much larger, much more ornate, and with more elaborate and efficient facilities, yet it is to be doubted whether any banking house hereafter built can vie with the Old Savings Bank of New Bedford in the quality of its Sienna marble and San Domingo mahogany.

In the room of the board of investment hangs the portrait of William Rotch, Jr., the first president, who served for twenty-six years. Mr. Rotch was born in 1759 and lived to be ninety-one years of age. He and his father, William Rotch, who lived to be eighty-nine years of age, were preëminently the leading merchants and citizens of New Bedford for a whole century. William Rotch, Jr., lived in the three-story wooden house on Water street, north of the present home of the historical society, which was afterwards moved up onto Johnny Cake Hill, and is now the Mariners' Home. Afterwards his home was on County street, between Bush street and Cherry lane. In the ninety-two years of the bank's existence, there have been but seven presidents. Abraham Barker served five years, Pardon Tillinghast only one year, William C. Taber five years. Of the remaining eighty-one years, Mr. Rotch served twenty-

six, Thomas Mandell fifteen, William Watkins nineteen, and William W. Crapo twenty-one years.

In the ninety-two years of the bank's existence there have been but seven treasurers. Abraham Shearman served six months, William C. Taber nine years, George W. Baker seven and one-half years, Reuben Nye two years. Of the remaining seventy-three years, William C. Coffin served twenty-four and one-half, Charles H. Pierce thirty-six and George H. Batchelor twelve and one-half years.

For more than half of the bank's existence, Charles H. Pierce was in the service of the bank and for more than one-third of its existence was the person most intimately connected with the institution and the person to whom the public looked as its executive head. There are many who recall his charming personality, his buoyancy of spirit, his gentleness of manner, and his splendid rectitude. In a remarkable degree he epitomized the ideal of the social service which the New Bedford Institution for Savings stands for.

In the ninety-two years of the bank's existence, there have been fifteen clerks of the corporation. The last three incumbents, Henry T. Wood, William G. Wood and Edmund Wood, who have held the office in heredity, have a united term of fifty-seven years.

The terms of the members of the board of investment, of whom there have been only thirty-nine in all, have for the most part continued for many years. The most conspicuous cases are William C. Taber, who served forty-three years; Thomas Mandell, forty-one years; Pardon Tillinghast, thirty-three years; William Watkins, twenty-nine years; Edward D. Mandell, twenty-six years; William W. Crapo, twenty-three years; Andrew G. Pierce, twenty-two years.

This record of stability of service is a splendid example of constancy in voluntary dedication to a public philanthropy.

*Fairhaven Institution for Savings*—This extract from the records of the Fairhaven Bank (now the National Bank of Fairhaven) of April 19, 1831: "Voted that the Directors be a committee to erect a bank building with suitable provision for an office for the Fairhaven Insurance Company," locates the insurance office referred to in the records of the first meeting of this institution as upstairs in the building we now occupy.

Record of the first deposits, March 19, 1832:

No. 1. James Neil .....	\$25, Fairhaven
2. Thomas Pray .....	30, Mariner
3. Francis Silvara .....	50, Mariner
4. James R. Tilton .....	100, Mariner
5. Jacob T. Davis .....	200, Mariner
6. Sarah E. I. Hitch .....	7, Fairhaven
Rec'd from 6 Depositors	\$412.

The first dividend declared payable on April 29, 1833: Five and a half per cent. on deposits agreeable to by-laws.

The savings bank did business in the office of the insurance company, in the second story of the banking house on Centre street, until in 1876 it purchased the building from the Fairhaven National Bank, and thereafter occupied the first floor. One of the treasured possessions of the savings bank is an old banjo clock made in Fairhaven by Lebbeus Bailey, one of the original incorporators, which still runs true.

The first president of the savings bank was Ezekiel Sawin, who served fourteen years. The second president was Isaiah F. Terry, who served sixteen years. He was succeeded by Captain George H. Taber, who served the bank as trustee for thirty-eight years, of which he was president twenty-two years. Captain George Taber was born in 1808 and died in 1901, aged ninety-two. He was born and lived and died in the old house on Adams street, near North, which was a part of his inheritance from the early founders of Fairhaven. He was a direct descendant of Philip Taber, John Cook and Arthur Hathaway. When seventeen years old he went a-whaling. Afterwards he was a merchant captain, taking oil to Sweden and bringing back iron, sailing to all the ports of Europe, South America and the West Indies. He brought the first cargo of coal ever brought to New Bedford. After his retirement from the sea, he was, for half a century, the King of Fairhaven, a perpetual selectman, assessor, overseer of the poor and general boss. My first acquaintance with Fairhaven politics was when Captain Taber was still at the helm. Captain Taber was succeeded in 1886 by Thomas A. Tripp, the present president of the bank.

William L. B. Gibbs, one of the leading whaling merchants of the town, was treasurer from 1832 to 1840; Edmund Allen from 1841 to 1847. Then came Charles Drew, who served the bank as treasurer for thirty-two years. Deacon Drew was a native of Fairhaven, who lived his long life of eighty-five years in the quaint little old house at the four corners opposite the present bank building. Behind the house was a charming garden, where in summer Mrs. Drew gave garden parties. He studied in his youth for the ministry. He was postmaster of Fairhaven until 1853. He served in the Legislature. In 1854 he was made treasurer of the savings bank. He is remembered with kindness by all.

Mr. Drew was succeeded in 1886 by Charles H. Morton, the present treasurer, who has served thirty-one years.

*New Bedford Five Cents Savings Bank*—As the New Bedford Institution for Savings had proved so useful a civic agency, and had acquired what seemed an amount of money sufficiently large for the care of one set of men, the idea was suggested of a new savings bank which might appeal to a different class in the community, and also permit persons to have more than one limited savings bank deposit. To indicate in part the motive of its originators, deposits of five cents would be taken, the

minimum required in the old bank being one dollar. This suggested the name.

The first meeting of the petitioners for a five cents savings bank in New Bedford was held at the office of the Marine Bank. Pursuant to a call by Thomas B. White, one of the persons named in the act of incorporation May 5, 1855, the meeting being called to order by Thomas B. White, and William H. Taylor was called to the chair. Charles Almy was chosen secretary. The charter as granted by the Senate and the House of Representatives in April, 1855, was accepted. George Howland, Jr., was elected president, and Henry H. Crapo and Alexander H. Seabury vice-presidents. John P. Barker, the cashier of the Marine Bank, acted temporarily as treasurer, and business was begun in the Marine Bank and there carried on until November, 1855, when the bank moved to the second story of a building on the west side of Purchase street, south of Willard Sears' dwelling house, numbered 19 on the street at that time. In 1857 the bank moved to the second story of China Hall, just north of its present location. In 1862 the bank moved to a store on the first floor of the Ricketson block on Union street, afterwards the express office of Hatch & Company. In 1870 the bank removed to the Hicks building, then new, and took the rooms on the north side at the corner of Mechanics lane. Here the bank continued to do business for twenty-three years. The south part of the lower story was occupied by the Union Boot and Shoe Store, and in the upper story the Union for Good Works was located.

In March, 1891, the bank purchased a part of the Willard Sears property on Purchase street, known as "Tannery Lot," the south line being what is now called Sears' Court. The north line of the lot had been a matter of bitter controversy between Willard Sears and my grandfather, George Tappan, who owned China Hall, which was built on the "Fountain Lot." From a spring on the "Fountain Lot," water was led in the early days to Rotch Wharf by a log pipe. The Fountain Lot was the southwest corner of William Rotch's original ten-acre purchase from the Russells. The corner was cut at an angle to permit the cows in the pasture of the Russells to get water. This arrangement, while doubtless convenient for the cows, has been the prolific cause of much trouble to successive generations of surveyors of land in the neighborhood. Not until the bank acquired the Sears property was the dispute as to the division line adjusted on a give and take basis. Willard T. Sears, a son of the tanner, was the architect of the new building, which was occupied for business in March, 1893. The building was moved back in 1914, when Purchase street was widened. Here the bank is now located.

In 1856 the deposits were \$63,832.25; in 1893, \$5,065,011.13; in 1916, \$11,212,219.92.

George Howland, Jr., the first president of the bank, served thirty-

seven years. He was the son of George Howland and with his brother, Matthew C. Howland, continued the whaling merchant business of their father at North and Water streets. George Howland, Jr., was born in 1806 and died in 1892. For forty-five years he was a trustee of the New Bedford Institution for Savings. He was one of the leading men of the community. He served as a Representative and Senator in the General Court; as selectman; and in nearly every capacity as a municipal officer. He was mayor from 1862 to 1865, during the war time. His interest in the Society of Friends and in educational matters were as constant as his interest in public affairs. In 1857 he gave to the city the salary which he had received as mayor during two years, as a fund to purchase books for the Public Library. His fine presence and his gentle breeding as a highly educated member of the Society of Friends made him a splendid example of a type now gone. Mr. Howland lived on the west side of Sixth street, at the corner of Walnut, where Mr. Charles F. Wing now lives. This house was always the abode of hospitality.

Mr. Howland's successor as president was Loui Snow, who served for twenty-four years and who died last year. He was succeeded by Jireh Swift, Jr. James C. Ricketson was the first permanent treasurer. He desired the place and offered to serve the bank for one year without salary, which he did. He was the son of Barton Ricketson, a prominent merchant in this community. He served for six years when he resigned and went to Milwaukee. James C. Ricketson was a thorough sailor. He delighted in ships. When treasurer of the bank he devoted much of his time to designing and perfecting a patent windlass which he hoped would revolutionize old methods. In Milwaukee he was employed by E. B. Ward, whose large coal and iron business required much shipping. Mr. Ricketson managed the vessels and afterwards engaged largely and profitably in lake navigation. On his resignation as treasurer of the bank, his brother, Barton Ricketson, Jr., was elected and served for twenty-eight years. His successor, William H. Pitman, the present treasurer, who had been for twenty years or more previous in the Institution for Savings, is now serving his twenty-eighth year as treasurer of the Five Cents Savings Bank.

*The New Bedford Coöperative Bank*—In 1877 the Legislature of Massachusetts enacted a law establishing a system of "Coöperative Savings Fund and Loan Associations." The main purpose of this form of bank is to enable men of limited means to buy or build their own homes on the installment plan by easy monthly payments. It also enables a man to securely invest his savings by regular monthly deposits of a small amount. The capital of the bank is supplied by the deposits. Each share costs one dollar per month. In about twelve years a share matures when it reaches \$200. A borrower takes a certain number of shares sufficient to meet his final payment on his house and gives a mortgage of the

house as security and then by deposits each month gradually pays the debt. These banks have been of great assistance to the community. Their aggregate assets in Massachusetts in 1915 were about \$75,000,000. As Mr. Fisher, the treasurer of both the New Bedford Coöperative Bank and the Acushnet Coöperative Bank, in an admirably prepared printed statement says: These banks "are no longer experimental, and their importance as educators in prudence and thrift is apparent on every hand as we pass through the streets of our cities and towns, showing us the homes that have been obtained and owned by men of limited means through their connection with and membership in some coöperative bank. Thus we proclaim abroad our motto, 'The American Home the Safeguard of American Liberty'."

The New Bedford Coöperative Bank was organized July 8, 1881, and commenced business in the following August. The first annual report in 1882 showed assets of \$17,077.88, three hundred and eight members holding 1,813 shares. Twenty-two real estate loans amounting to \$16,125. Three share loans amounting to \$200. In October, 1916, the assets were \$931,664.64. One thousand eight hundred and thirty-five shareholders holding 16,757 shares, four hundred and eight real estate loans amounting to \$873,334.74. One hundred and six share loans amounting to \$35,200.

*The New Bedford Safe Deposit and Trust Company*—For many years after the establishment of the national banks, there were practically no State banks. During the last quarter of the last century the need was felt for a form of bank which could exercise some of the functions properly associated with a financial institution, which were denied to the national banks. So the modern trust company was devised and a few such institutions organized under special State charters. The New Bedford Safe Deposit and Trust Company was one of the earlier banks of this type. This form of bank has no right to issue circulation. It is empowered to use its depositors' money in forms of investment, especially connected with real estate, which were not permitted to national banks. It can act more freely in certain financial undertakings. It can act as trustee for individuals under wills and other instruments. An organized department of safe deposit boxes in which the public could keep their securities upon payment of a rental, now largely adopted by all banks, was first developed under modern lines by the trust companies. The growth of this type of bank has been very great and now some of the most important banking institutions in the country are conducted under this system.

The New Bedford Safe Deposit and Trust Company was organized under a special charter of the Legislature of the Commonwealth of Massachusetts in 1887. The persons named as incorporators in the act of incorporation were: William D. Howland, Abbott P. Smith, George F.

Tucker, Standish Bourne, Frederic Taber, Stephen A. Brownell, Gilbert D. Kingman, Savory C. Hathaway, Lot B. Bates, Benjamin F. Brownell.

\* The original capital was \$100,000, since increased to \$200,000. The management of the bank has been conservative, and has for the most part been largely devoted to the care of a considerable number of small deposits, on which a low rate of interest has been paid to the depositor. The bank now has deposits of over \$2,000,000. The bank at its origin purchased the property at the northeast corner of Acushnet avenue and William street, which was then very far "up-town." Without moving its place of business it now finds itself distinctly "downtown."

Charles E. Hendrickson, who had formerly been the cashier of the First National Bank of Fall River, was the first president. He was succeeded in 1891 by John W. Macomber, the manager of the New Bedford Cordage Company, whose hearty and energetic manner many of us here can well remember. Mr. Macomber served eight years, and was succeeded in 1899 by Frederic Taber, the present president. Edmund W. Bourne, a son of George A. Bourne, has been the only cashier of the bank, having served thirty years. This bank has lately lost by death a comparatively young man who is seriously missed not only by the bank, but by a wide circle of friends, Herbert C. Wilbor, the assistant cashier, formerly associated with the Mechanics' Bank. He was a bank man who was thoroughly well liked by all the officials of all the other banks.

*The Acushnet Coöperative Bank*—This bank is similar in its purpose and has been under the same general supervision as the New Bedford Coöperative Bank, the same treasurer having acted for both banks. The Acushnet Coöperative Bank was organized November 12, 1889, and commenced business November 16, 1889. Its first statement in 1890 showed assets of \$17,479.35; 283 members holding 1,651 shares; 12 real estate loans, \$12,875; 7 share loans, \$465. The last statement of October, 1916, showed assets of \$535,226.97; 1,370 shareholders holding 11,730 shares; 264 real estate loans, \$498,825; 64 share loans, \$17,375.

*The New Bedford Morris Plan Bank*—In March, 1916, a Morris Plan Bank was incorporated under the laws of Massachusetts and organized in this city and has conducted business for one year in the Coffin building on Pleasant street. Its capital is \$100,000. The purpose of the bank is to make small loans to persons of small means who repay the same with moderate interest charges in fifty-two weekly payments. This institution should prove a great benefaction to the community by rescuing the small borrower from the exorbitant charges of usurious loan companies which have heretofore been the only practical resource for the poor man who is temporarily compelled to borrow. That the bank is appreciated is evidenced by the fact that during its first year of business it has loaned \$140,000 to one thousand borrowers.

## CHAPTER XXXII.

### Courts and Lawyers.

According to a list supposedly correct published in 1767, there were only four lawyers in Bristol county, viz.: Hon. Samuel White, Robert T. Payne, Daniel Leonard and George Leonard, of Norton. There were added between the years 1767 and 1779, Edward Pope, Seth Bradford, Laben Wheaton and David Leonard Barnes, these four last named, with George Leonard, composing the Bristol county bar in 1779. The members of that bar, residents of New Bedford, who died or retired from practice between 1779 and 1834, were Peleg Sprague, John M. Williams, R. H. Williams, Thomas Hammond, James Washburn, John Nye and John S. Russell. In 1834 there were practicing at the Bristol county bar and resident in New Bedford the following: Lemuel Williams, Charles H. Warren, Timothy G. Coffin, W. J. A. Bradford, Ezra Bassett, John Burrage, Thomas D. Eliot, John H. Clifford, Oliver Prescott, and John H. W. Page. In this list are names famed in the records as lawyers, jurists and statesmen.

All the sessions of the early county courts were held at Taunton, but in 1828 the Legislature created New Bedford a half shire town, and a local court was held in the old town hall on Second street. This bill passed the Senate on February 29, 1828, and the House on March 13, 1828. The first term of the Court of Common Pleas held in the town of New Bedford was on Monday, June 9, 1828, Judge Williams presiding.

Until the erection of a court house, all courts were held in the town hall. In June, 1828, the county commissioners purchased a lot of land as a site for the public county buildings, court house, jail, etc., embracing an area of about an acre and a half. The jail building was the first to be completed, and was ready for service October 5, 1829, with William S. Reed the first keeper of the jail.

By a special act of the Legislature, passed January 25, 1834, a police court was established within and for the town of New Bedford. Nathaniel S. Spooner was the first justice of this court.

The Third District Court of Bristol County, Frank A. Milliken, justice, sits in a new building on Pleasant street, corner of Spring, court being held on the morning of every week day, with the usual exceptions.

The Superior Court for Civil Business holds regular terms in New Bedford, both with and without jury, as does the Superior Court for Criminal Business.

A session of the Supreme Judicial Court meets at New Bedford for the counties of Bristol, Nantucket and Dukes.

A Probate and an Insolvency Court also holds regular sessions in New Bedford.

Names that have long been honored in the law annals of New Bedford include justices of the Police and Third District courts, the former court abolished when the latter was established; justices of the Court of Common Pleas; judges of the Superior Court, New Bedford contributing from her sons two chief justices and three attorneys-general.

One of the earliest county judges was Edward Pope, who was prominent in the affairs of New Bedford in the early part of the nineteenth century, a man of learning and natural ability. He was collector of the port when the custom house was located on Middle street, and was also a judge of the Court of Common Pleas.

Perhaps the ablest lawyer of Southern Massachusetts in an earlier period was Timothy Gardner Coffin, born in Nantucket, in 1790, admitted to the bar in 1811, began practice in New Bedford, and gained a wide reputation in Bristol, Nantucket, Dukes, Barnstable and Plymouth counties. He devoted himself exclusively to the profession, eschewed politics, and never held an office of importance. He seemed to grasp every point on either side of a case, was strong in argument and so brilliant in questioning and cross-questioning that it was an impossibility to evade him.

Charles H. Warren was a brilliant lawyer and able advocate, district attorney for several years prior to 1836, and later a judge of Common Pleas.

Ezra Bassett came to New Bedford in 1834, practicing until his death in 1843. His law library was the largest in the city at that time.

Horace Gray Otis Colby, a graduate of Brown College, 1823, studied law in New Bedford under Timothy G. Coffin, and was admitted to the bar in 1830. He practiced in Taunton until 1838, then settled in New Bedford, formed a partnership with John H. Clifford, and rose to high professional renown as a learned and painstaking lawyer. When appointed a judge of the Court of Common Pleas, he gave satisfaction, but he disliked the bench, and in 1847 he resigned to resume practice. He was district attorney, 1849-1851; represented both Taunton and New Bedford in the Legislature; and was captain of the New Bedford Guards, 1840-45.

Thomas Dawes Eliot was a graduate of Columbia College, District of Columbia, 1825; and completed his studies in New Bedford under Judge Charles A. Warren, with whom he later became a partner. He became celebrated in the litigation between the two branches of the Society of Friends, involving the title to their meeting houses in Massachusetts and Rhode Island. He also figured in contests in this county, where he upheld the chartered powers of the Massachusetts Medical Society in issues raised by homeopathic physicians. His practice was very large, and he twice declined appointment to the bench. He served in the Massachusetts Legislature, declined to enter State or National politics, but allowed his name to be used as a candidate for an

unfinished Congressional term. He was elected as a Whig, but when that party gave up the ghost he aided in organizing the Republican party, calling and organizing the first meeting of the new party ever held in Bristol county. He was again elected to Congress from the First District, serving until 1869, when he refused to again be a candidate. He was a deeply religious man, always ready with good words and as ready with good works. For years he was superintendent of the Unitarian Sunday school, and his services as president of the National Conference of Unitarian Churches and also of the American Unitarian Association were invaluable. Better than his triumphs at the bar or the honors won in politics is the simple record of his unselfish Christian life.

Oliver Prescott, upon first coming to New Bedford after graduation from Harvard, class of 1828, taught in Friends' Academy. Later he studied law, and in 1832 was admitted to the bar. In 1835 he was appointed judge of probate for Bristol county, and in 1846 judge of the New Bedford Police Court. In 1858 the probate judgeship was abolished and that of probate and insolvency created, whereupon he resigned the police judgeship to continue as probate and insolvency judge. For fifty-eight years he was in the public eye as a professional man, and won a reputation as honorable as it was long. He was rated one of the very best probate judges in the State, and an authority on probate procedure. After his death in New Bedford, June 11, 1890, aged eighty-four, every honor was paid his memory by his professional brethren.

George Marston, a graduate of Harvard Law School, was admitted to the bar in 1845, and removed to New Bedford in 1869, having previously been elected district attorney. After the death of Joshua C. Stone, the firm of Marston & Crapo succeeded the firm of Stone & Crapo. In 1879 he was elected Attorney-General of the State, resigning his office of district attorney of the southern district to accept. He was three times reelected, serving continuously until 1882, when he declined renomination and returned to private practice as senior of the firm of Marston & Cobb. He was a wonderful prosecuting attorney, rarely equalled, but equally great as a lawyer and business man. He was president of the Nantucket & Cape Cod Steamboat Company, and had other important relations with the business world. He died in New Bedford, August 14, 1883.

Lincoln Flagg Brigham graduated from Dartmouth College in 1842, then entered Harvard Law School, but in January, 1844, came to New Bedford, studied under Clifford & Colby, and in 1845 was admitted to the bar, becoming a law partner with John H. Clifford the same year. His partner became Governor of Massachusetts in 1853, and soon afterward Governor Clifford appointed his former partner district attorney for the southern district. That office Mr. Brigham held by appointment and election until appointed Associate Justice of the newly-formed Su-

perior Court. On January 28, 1860, he was appointed Chief Justice of the Superior Court by Governor William Chaflin, the vacancy created by the elevation of Chief Justice Seth Ames to the Supreme Judicial Court. He retired from public life in 1890.

Robert C. Pitman was born in New Bedford, came to the bar in 1847, and for a number of years was a law partner of Thomas Dawes Eliot. In 1858 he was appointed judge of the Police Court, holding until 1864, becoming a judge of the Superior Court in 1869. During this interval he was a State Senator. After his elevation to the Superior bench he retired from politics and gave himself wholly to his duties as a jurist until his death in March, 1891.

Edwin L. Barney was an old-school lawyer, born in Swansea, April 1, 1827. He attended Brown University and Yale University Law School, completing his studies with Timothy G. Coffin. He was admitted to the bar in October, 1850. He was State Senator two years, city solicitor for a number of years, and judge advocate on Governor Butler's staff.

Thomas M. Stetson was born June 15, 1830, the son of Rev. Caleb Stetson, of Medford. He graduated from Harvard in 1849, and studied law at the Dane Law School, Cambridge. In 1854 he was admitted to the bar and entered the law office of Lemuel Williams and Judge Charles Henry Warren. Later he became a member of the firm of Eliot, Pitman & Stetson. Mr. Stetson conducted many famous cases and was connected with the trial of the Sylvia Ann Howland will case, having charge of the preparation of the expert testimony bearing upon the alleged forged signature, a case the most famous in all legal history. Mr. Stetson married Catherine Dawes Eliot, a daughter of Thomas Dawes Eliot.

Hosea M. Knowlton brought much prestige to the New Bedford bar a quarter of a century ago. He was a Tufts graduate, and later became a member of the firm of Barney & Knowlton. He was for many years district attorney, and achieved national fame as the prosecuting attorney in the case of Lizzie E. Borden, of Fall River, who was tried and acquitted of the murder of her father and stepmother. Mr. Knowlton was Attorney-General of the Commonwealth for several terms.

Lemuel Le B. Holmes was born at Rochester, July 26, 1853. He studied law with Thomas M. Stetson, and was admitted to the bar in 1875. Later he became a member of the law firm of Stetson & Greene. He was city solicitor for many years, then district attorney, and was finally appointed a judge of the Superior Court, a position he held at the time of his death a few years ago.

Many lawyers of the present and previous generation will be found of record elsewhere in these volumes, many of them measuring up to the high standard set by those whose lives have been noted.

## CHAPTER XXXIII.

### The Medical Profession.

The Massachusetts Medical Society was formed in 1781, with power to elect officers, examine and license candidates for practice, hold real estate "and continue as a body politic and corporate by the same name forever." The society includes seventeen district societies, all of which are under the control of the parent society, but independent in government and regulation, if not contrary to the by-laws of the general society.

One of these district societies is the Bristol South District Medical Society, chartered by the parent society April 3, 1839, under the name of Southern District Medical Society. Later this name was changed to the present form, and its members made to include fellows of the parent society residing within the limits of New Bedford, Fall River, Westport, Dartmouth, Fairhaven, Middleborough, Tisbury and Chilmark.

The records of the Bristol South District Medical Society are incomplete, but the following physicians, resident in New Bedford, were members of the Massachusetts Medical Society prior to the formation of the local society: Samuel Perry, 1803; Alexander Read, 1816; Paul Spooner, 1821; William C. Whitridge, 1822; Andrew Mackie, 1824; Julius S. Mayhew, 1830; Jeremiah Stone, 1831; Lyman Bartlett, 1833; William A. Gordon, 1835; Thomas P. Wells, 1836; William R. Wells, 1838.

In speaking of the early literature of New Bedford, William Logan Fisher says: "The Medical literature previous to the present century was mostly confined to Ebenezer Perry, the only physician of the place. About the year 1795 his charge for a visit was sixpence, and thus he kept all other physicians at a distance. An English lady who was under treatment at this time was so much surprised at the smallness of his charge that she requested she might be furnished with the particulars of the bill, that she might take it to England. After this the doctor raised his fee to one shilling per visit. He was a good plain, practical physician, and an honest man."

The first physician of record in the town of Dartmouth was Dr. Benjamin Burg, who died September 18, 1748, aged forty. Dr. Daniel Hathaway was also an early physician, beginning practice in Dartmouth soon after the death of Dr. Burg, and continuing until his death in 1772. Dr. Elisha Tobey, another of the olden-time, well-known physicians, died May 10, 1781. His residence was the old gambrel-roofed house in the north part of Acushnet Village. Dr. Samuel Perry died April 15, 1805, aged seventy-four, had his home near Acushnet Village. His son, Dr. Samuel, died at the home of Judge Edward Pope, in New Bedford, October 26, 1820, aged fifty-seven. Dr. Ebenezer Perry, previously

referred to, another son of Dr. Samuel Perry, died of apoplexy in New Bedford, March 18, 1822. He had a large practice, the smallness of his charges counting for less than the appreciation in which he was held as a skilled physician and an honorable man. Dr. Samuel West, born June 12, 1774, died June 15, 1838, was a man of prominence and true worth, excelling as a physician.

Dr. William Cushing Whitridge was a highly educated physician, who came to New Bedford in 1822, after a successful professional career in his native Tiverton, Rhode Island. He continued in New Bedford until his death, December 28, 1857, aged seventy-four, having the largest consulting practice of any physician in the city. His father was eminent in the medical profession, as well as his two brothers, Dr. Joshua R. Whitridge, of Charleston, South Carolina, and Dr. John Whitridge, of Baltimore, Maryland.

Dr. Alexander Read, a graduate of Dartmouth, class of 1808, came to New Bedford in 1811, soon gaining an honored position and an influential clientele. He was ardent in the pursuit of knowledge, and freely gave of his learning to others. A course of lectures on botany and chemistry gained him wide reputation and many friends, although his skill as surgeon and physician was his great recommendation. He studied much, but published little, the results of his study and experience being given by word of mouth to his professional brethren, by whom he was much sought in consultation. He was a devoted Christian, having the most reverent regard for the Bible.

Dr. Elijah Colby came to New Bedford in 1830, and here died August 30, 1856, practicing until the last hours, prescribing for a patient at three in the afternoon, when the shadow of death was already upon him. He was a graduate of Dartmouth, class of 1821, a gentleman in deportment, an excellent and honorable physician, never known to speak a cross or impatient word to any one, and a man greatly beloved.

Dr. Julius Stewart Mayhew came to New Bedford a young man, and taught school and gave singing lessons until entering Harvard Medical School. He came from a family of physicians, there having been a Dr. Mayhew in each generation of his ancestry. He first located in Fairhaven, but moved to New Bedford, April 20, 1829, was admitted a fellow of the Massachusetts Medical Society in 1830, and practiced successfully until his death, September 20, 1859, aged seventy-two. He was the first or one of the first to vote the Abolition ticket in New Bedford; was a foe to oppression of all kinds, and in his manners a perfect example of the gentleman so often referred to as one of "the old school."

Dr. Paul Spooner opened an office in New Bedford in 1807, and for half a century practiced his profession, being most successful in maternity cases, having as extensive a practice in that branch as any physi-

cian in New England of his day. He died July 18, 1862, aged seventy-sixth, sixth child of Seth and Patience (Pierce) Spooner, of Fairhaven.

Dr. Lyman Bartlett, born in Conway, New Hampshire, and educated in Paris, France, came to New Bedford in 1835, and practiced until his death at his residence on County street, June 6, 1865.

Dr. Andrew Mackie, son of Dr. Andrew Mackie, of Wareham, Massachusetts, and grandson of Dr. John Mackie, of Southampton, Long Island, was graduated from Brown College in 1815, studied medicine under his father and elder brother, Dr. John Mackie, of Providence, and at the College of Physicians and Surgeons in New York. He practiced in Plymouth and New Bedford; was twice elected vice-president of the Massachusetts Medical Society; was a deacon of the North Congregational Church; and for one half a century was a striking example of the conscientious Christian professional man and citizen. He died in New Bedford, May 2, 1871.

Dr. John H. Mackie, son of Dr. Andrew and Hetty Amelia (Bradford) Mackie, was a graduate of Jefferson Medical College, Philadelphia, Pennsylvania, class of 1850, and the same year began practice in New Bedford. He was an acting surgeon during the Civil War; quarantine physician and active in the organization of New Bedford's first Board of Health in 1879, and for many years was consulting physician to St. Joseph's Hospital. He became a member of the Massachusetts Medical Society in 1850; was one of the society's councilors for many years; was chosen its representative to the meetings of the State Medical societies of neighboring States; was a delegate to the International Congress of 1876; was anniversary chairman the same year, and presided at the annual dinner of the society given in Music Hall, Boston. He was vice-president of the State Medical Society in 1882; president of the Bristol South District Society in 1863 and 1864, and president of the New Bedford Society for Medical Improvement in 1882. Dr. Mackie died in New Bedford, March 5, 1891.

Dr. William A. Gordon, born in Newburyport, Massachusetts, was a son of William and Helen Gordon; his mother was born in Scotland. He was graduated from Harvard College, class of 1826, aged eighteen, and three years later received his M. D. from Harvard Medical School. He practiced medicine in Taunton, Massachusetts, until December, 1839, then moved to New Bedford, where he died of heart disease, January 14, 1887. He practiced continuously until 1877, then moved to his farm in Dartmouth, there remaining until 1885, before returning to New Bedford. He joined the Massachusetts Medical Society in 1835, and was a councilor; was president of the Bristol South District Medical Society one term and treasurer several terms. His paper on "Puerperal Tatanus," read before the local society, was so highly regarded that it was published later by the "American Journal of Medical Science." He was

one of the executors and a large legatee under the will of Sylvia Ann Howland, which litigation over probate brought into such prominence.

Dr. Charles Lamson Swasey was born in Limerick, Maine, December 14, 1815, died in New Bedford, December 24, 1888. He was awarded his M. D. by Bowdoin College Medical School, class of 1838, and from the period 1850-1860 practiced in New Bedford until his death. He was a member of the Board of Health, quarantine physician, and member of the school committee. He was well versed in natural history and was a strong believer in evolution.

Dr. William Howland Taylor was a native son of New Bedford, born November 28, 1853, and a graduate of the high school. He studied medicine under Drs. A. Cornish and George T. Hough, attended lectures at Harvard Medical School, then entered New York University Medical College, and in 1876 was graduated with honors, taking the Loomis prize for "Theory and Practice of Medicine." After receiving his M. D. he spent a year and a half in work at Bellevue Hospital, New York City, after which he returned to New Bedford and began private practice. He was a member of the Bristol South District Society, and one time secretary; president of the New Bedford Society for Medical Improvement; succeeded Dr. Henry Johnson as medical examiner of the Third Bristol District; was a member of the Massachusetts Medico-Legal Society, and of the New York Medico-Legal Society. He contributed to the "Boston Medical and Surgical Journal" in 1883, in 1885 and 1886, three articles which attracted widespread attention. He was recognized as one of the most skillful of the younger physicians of the city, and was highly esteemed socially, particularly in the musical societies. He died July 20, 1891, aged thirty-seven years.

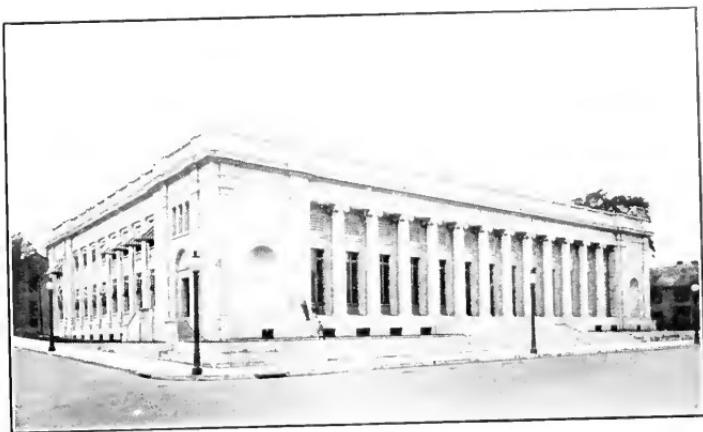
Dr. William C. N. Swift, who died a few years ago, was a son of William C. N. Swift. He was a Harvard man, and did the city distinguished service as one of the founders of St. Luke's Hospital. It was through Dr. Swift's efforts that the hospital attained the highest reputation from the outset. Dr. Swift married a daughter of Francis Hathaway.

Physicians of later days have been eminent practitioners of the profession which comes so closely into the homes and hearts of the people and are indelibly enrolled upon the medical roll of fame. Many biographies of these physicians of the past and present will be found elsewhere in this work. In the struggles the city has had in the past to enforce sanitary regulations and conserve the public health, the medical fraternity have led the attack and have always thrown their influence to establish precautionary measures. Their self-sacrificing devotion has been proved in times of epidemic and public trial.

## CHAPTER XXXIV.

### The Post Office.

A post office was first established in New Bedford in 1794, with William Tobey as the first postmaster, the office being located in the old Tobey house, a two-story wooden building on the corner of Purchase and Union streets. Mails were received and dispatched once a week by stage, postage in those days being so expensive that only the most urgent matter was sent through the mails. In 1806, with the appointment of William Smith as postmaster, the office was removed to a building on Middle street, two doors east of what is now the corner of Water street, the custom house being in the same building. The entire post office plant occupied but a small room, and when the stage arrived the postmaster would call out the name of persons having letters, and if they were present they would make themselves known and receive their mail. Neither envelopes nor stamps were then known, the postage being usually paid by recipient of the letters. The rate from Boston was ten cents on letters, and on a weekly newspaper about one dollar and a half yearly. The postage on a letter from New York was eighteen and three-quarters cents, and from Philadelphia twenty-five cents. But comparatively few letters paid these rates in the early days, the custom being to send them in care of a friend or even a stranger who happened to be making a trip by stage or boat. Often the traveler was overburdened with letters, but the utmost good nature prevailed, the custom being a matter of courtesy among merchants and townsmen. Even as late as 1847 this custom prevailed, and not until the rates of postage began to decline did the mails come into general use. It was in this old post office and custom house building at what is now No. 43 Middle street that Captain Isaac West took out his protection papers before sailing on his first voyage in May, 1821. In 1826 the post office came under the charge of Richard Williams, a son-in-law of Abraham Smith, and during his administration a penny post was established. That system was inaugurated February 2, 1832, and under its provisions the recipients of mail matter could have their letters delivered by paying an additional two cents. It was at about this time that the post office was removed from Middle street to a small wood building on Union street, just east of the Tallman block. There it remained until the completion of the United States custom house building in 1836, when it was removed to that building and for over half a century there remained. On April 1, 1893, the new Government building at the corner of Acushnet avenue and William street was completed. That building, especially designed for post office purposes, was modernly fitted for the purpose intended and cost the Government



POST OFFICE



DISTRICT COURT HOUSE



\$100,000, exclusive of the land. That building met the demands of the service until September 13, 1915, when the present building, a model of architectural beauty without and a model of light, ventilation and convenience within, was first occupied. The site for the building cost \$125,000; the completed building, \$287,964.15.

On June 20, 1840, Simeon Bailey was appointed postmaster, Edward W. Green succeeding him June 13, 1845. Simeon Bailey returning to the post June 1849. Thomas Coggeshall succeeded him December 30, 1852, serving until June 8, 1853, when Joseph C. Kent was commissioned. John Fraser was the next postmaster, serving from April 6, 1857. Cyrus W. Chapman succeeding him April 16, 1861. At that time the old-fashioned penny post system prevailed, but Postmaster Chapman, to expedite collections, on September 2, 1861, placed walnut boxes in the drug stores of Thorton & Gerrish, P. S. Cadwell and Elijah H. Chisholm, which with the private box in the Parker House were collected from by the mail messenger to and from the railroad station. This system was continued until July 1, 1863, when free delivery was ordered for the city, that system going into effect the following August 1. Tin boxes took the place of the wooden ones supplied by Postmaster Chapman and boxes were placed on the streets about April, 1866, to be superseded in 1867 by the iron boxes. Postmaster Chapman received great credit for the improvements made during his term, public and press uniting in his praise.

When the free delivery was established, David Wood and James F. Tripp, who had been penny post carriers, were appointed United States letter carriers, and it is said that their pay was so small that many of their old customers continued the payment of two cents to them for every letter delivered. In April, 1866, still under Postmaster Chapman, five carriers were employed, one of whom collected the tin boxes and assisted in delivering mails, but the old-time habit of calling at the post office was strong and many were slow to accept the carriers' service. On November 5, 1864, the money order system was established, Thomas Coggeshall, assistant postmaster, filling out the first order, issuing it to Samuel Rodman for the sum of \$4.25.

Edmund Anthony was appointed postmaster February 3, 1870; Thomas Coggeshall, March 1, 1876, and reappointed March 17, 1880, his term of service as assistant and postmaster extending over a period of fifty-three years. It was during his term that the number of carriers was increased to seven, and the post office which had been operated at a loss for the five years 1875-1880 began a period of expansion. The first postal note was issued by Mr. Coggeshall in September, 1883, to Alfred Wilson, an employe of the post office for thirty-seven years, for the sum of ten cents. Albert H. W. Carpenter was the next postmaster, appointed April 9, 1887, he succeeded by Charles H. Gifford, April 9, 1889. During Mr. Gifford's administration President Harrison on January 5, 1893,

placed all free delivery offices in the classified postal service, and in compliance with that order a board of civil service examiners was appointed, consisting of Humphrey A. Gifford, chairman; S. S. Taber, secretary, and William D. Wilson. Since that time the office has been under civil service rules.

Charles S. Ashley was appointed postmaster February 1, 1894, he being succeeded by David L. Parker, October 1, 1897. When he took the office there were twenty-eight carriers employed; ten stamp agencies were established in as many drug stores in different parts of the city; one hundred and forty letter boxes were in position in the city, with fourteen newspaper and package collection boxes. Postmaster Parker was succeeded in 1902 by John Duff, who served until 1911, he by Frank C. Barrows, he on March 1, 1915, by George L. Olivier, the present incumbent, the first to occupy the postmaster's room in the new building. The present assistant postmaster is Andrew J. W. McAvoy, appointed January 16, 1911, who had been connected with the office since 1888 in different capacities. Fifty-nine carriers are regularly employed, with seventeen substitute carriers, under Frederick T. Almy, foreman. Forty-one regular clerks and eleven substitutes handle the mails and business of the office. The postal receipts for the year ending December 31, 1916, were \$207,763.47.

Some interesting facts have been preserved concerning some of these old postmasters. William Tobey, the first man to hold the office, was a son of the well-known medical practitioner of that day, Dr. Elisha Tobey, a graduate of Harvard College. He held the office twelve years, then in 1806 resigned.

Abraham Smith, the second postmaster, held the office twenty years, 1806-1826. He was born in Dartmouth, a member of the Society of Friends, a descendant of John Smith, who settled in the town in 1652. He learned the blacksmith trade and in course of time built and occupied the house at No. 43 Middle street, in which his home and the post office were located. His blacksmith shop was upon present Centre street, near Water street, and there six of his sons learned their father's trade. During the year 1776 Abraham Smith located near Boston, and as the record reads, "assisting or fitting warlike implements and contributing money towards the building of a Fort." He "justified" his conduct in so doing and was disowned by the Society of Friends. It is believed that the position of postmaster continued to him through so many years as a recognition from the government of his interest and services during the Revolutionary War.

The third postmaster, Richard Williams, was a son-in-law of his predecessor, Abraham Smith. He was a master mariner until his appointment by President Adams in 1826. He held the office for fourteen years until succeeded in 1840 by Simeon Bailey, a great-great-grandson of the

noted Indian fighter Captain Benjamin Church and a descendant of Richard Warren, of the "Mayflower." He served under two appointments, Edward W. Greene coming between his first and second terms. He was a most kindly hearted man and greatly enjoyed a pinch of snuff with a chosen friend. He was a Whig in politics, of high social standing, genial, affable nature, a deacon of the Unitarian church for many years, and a general favorite. He died June 24, 1855.

Dr. Edward W. Greene was a Rhode Island man, of Quaker parentage, whose drug store at the corner of Union and Water streets, Greene, Clifford & Company, was the Democratic rallying point, and the scene of many wordy political battles. He was appointed in 1845 by the Democratic President, James K. Polk, succeeding Mr. Bailey, who in turn succeeded him in 1849. After retiring Dr. Greene returned to his native Rhode Island, where he died some years later.

Thomas Coggeshall, father of Thomas Coggeshall, superintendent of the water department, was assistant postmaster and postmaster for fifty-three years, being first appointed postmaster to fill the vacancy caused by the resignation of Mr. Bailey through ill health. He was removed by President Pierce, again becoming assistant under his successor, Joseph C. Kent. After the death of Postmaster Anthony in 1876, Mr. Coggeshall was appointed by President Grant to fill the vacancy and reappointed by Presidents Hayes and Arthur, holding until 1887, when removed by President Cleveland. Alfred Wilson was then assistant and went out of office with his chief on appointment of A. H. W. Carpenter.

Joseph C. Kent was a native son of Rhode Island, son of Rev. Asa and Abigail (Chaffee) Kent. He was a skilled cabinetmaker and later an architect, serving as quartermaster of the Second Regiment Massachusetts Militia in 1832, with the rank of lieutenant, and in 1833 was aide-de-camp to General James D. Thomas, New Bedford's grand old military man. He was appointed postmaster by President Pierce in June, 1853, during a recess of Congress, and was not confirmed until February 23, 1854. In 1863 he moved to Long Island, but about 1870 returned to New Bedford, where he died February 22, 1875.

John Fraser, who served from 1857 to 1861 was born at Maidstone, England, September 22, 1810, son of Major John Fraser, an officer of the British army, who died from the effects of a wound received at the battle of Waterloo. At the time of his father's death he was attending a military school in England, intending to enter the army as a profession, but his plans were completely changed by Major Fraser's death, although the son never lost the military bearing acquired during his years of early training. In New Bedford he was highly esteemed as a man of high unswerving character, loyal to principle, of great geniality of manner and kindness of heart. Thoroughly unselfish, his great pleasure was to make others happy and he assisted many young men in their

first struggles for a foothold in the business world. He died in New York City, his residence for more than thirty years, September 27, 1894.

Colonel Cyrus Chapman, born in Winsor, Massachusetts, in December, 1813, came to New Bedford about 1835 and became a very successful merchant tailor. First a Democrat, then a "Free Soiler," he finally became an ardent Republican, held various positions under the city government, served as one of Governor Boutwell's aides and at one time was a member of the State Legislature. He was appointed postmaster in April, 1861, and held the office nine years, retiring in 1870, and removing to Boston, where he died in October, 1888.

Probably no better known man ever filled the office than Edmund Anthony, appointed February 3, 1870, who died in office January 24, 1876. He was born in Somerset, Massachusetts, entered the office of the "Columbian Reporter" at Taunton, Massachusetts, at age sixteen, remaining there seven years, until 1831, then founding the "Taunton Independent Gazette," which remained under his management with a change of name until 1850. He was town clerk of Taunton, 1835-1845; town treasurer, 1838-1844, and treasurer of Bristol county for several years. In 1850 he located in New Bedford, establishing the "Standard," which paper and the "Mercury" are the only survivors of the early journals. For a long time he was the only patron of the Associated Press in southern Massachusetts, papers of Fall River and Taunton receiving the dispatches largely through the enterprise of the "Standard." A fearless editorial writer, strong in his convictions, clear and outspoken where principle was involved, he made the "Standard" a power, as it yet is, edited by sons of the founder, as E. Anthony & Sons. He was deputy collector of internal revenue during the war period; member of common council, 1856-57 and 1859-60; special justice of the police court twelve years, until 1870, on being appointed postmaster by President Grant. He was a devoted Methodist, belonging to the County street congregation, which he served as steward and trustee. His sons, Edmund and Benjamin, became his partners in 1863, and upon them he impressed the principles which guided his own business life, personal application and oversight.

Albert H. W. Carpenter was a native son of Vermont, his father Gideon, a resident of Middlebury, but on his mother's side he traced to the old Morton family of Middleboro, Massachusetts. He first settled in New Bedford in April, 1854, and for fifteen years was employed as a cutter by Daniel C. Allen, a merchant tailor. He spent the next year in Middleboro, returned to New Bedford in 1870, there engaging in business for himself. He was appointed postmaster by President Cleveland in April, 1887, held four years, then engaged in the insurance business. He was a prominent member of the Masonic fraternity and is a past master of Star of the East Lodge, Free and Accepted Masons; past high

priest of Adoniram Chapter, Royal Arch Masons; past commander of Sutton Commandery, Knights Templar.

It was through the efforts of Charles H. Gifford, who succeeded Mr. Carpenter, that the first separate post office building was erected, although his term expired so soon after the building was completed that he only enjoyed the new quarters for about a year. After leaving the post office in 1894 he became a member of the Massachusetts State Gas Commission.

Charles S. Ashley, a native son of New Bedford, held the office from February 1, 1894, to January, 1897, being appointed by President Cleveland. He is one of the best known officials of his city now (1917) serving his fifth term as mayor, resigning from the postmastership in 1897 to accept that office. He also served the city as councilman several terms, is a member of many fraternal, social and business organizations, and his fearless, public spirit and generous nature attract a host of friends.

David L. Parker, who filled the office from 1897 until 1902, was a coal dealer of New Bedford, a member of the first board of public works and twice mayor of the city prior to his appointment as postmaster. He was succeeded by John Duff, he by Frank C. Barrows, he by the present incumbent, George Louis Olivier, who will appear elsewhere in this work.



## CHAPTER XXXV.

### **Custom House History.**

The New Bedford Custom House is a stone structure with a portico, stone pillared, which was in conformity with the colonial motif of the architecture of the old town. It was built about the year 1830, and has a spiral staircase of stone, of a type of construction which makes it one of the architectural curiosities of the country. There is one similar staircase in the custom house at Newburyport, built at about the same period.

The Custom House in New Bedford was one of the first established in the United States, having been created in 1789. The first collector was Col. Edward Pope, for whom Pope's Island was named. He was for a time judge of the Court of Common Pleas. His residence was upon Main street, at the corner of North Sixth. "As remembered by the writer in his boyhood," wrote Daniel Ricketson, "this old fashioned mansion, stable, carriage house, front yard and large garden in the rear, (soon after the decease of this gentleman) somewhat in a state of dilapidation, was to him one of the most attractive places in the village. At this time it was occupied by the widow of Judge Pope and her son, Thomas Pope. Among the earliest visits the writer made, and which were continued for several years, were those upon this old lady and her sister known as 'Aunt Bell.' Accustomed only to the plain and simple colors of the Quakers, he remembers the strong impression made upon him by the black gowns and black ribbons around the caps of those genteel old ladies. Their manners were peculiarly Bostonian and of the old school; but exceedingly agreeable, intelligent and well-educated ladies were they. Their maiden name was Greenleaf; that of Mrs. Pope, Elizabeth. She was the second wife of Judge Pope and the widow of Samuel Eliot of Boston. The late William Eliot, of Washington, the father of Hon. T. D. Eliot, of this city and Rev. William G. Eliot, of St. Louis, was the child of his first marriage. In the rear of this old mansion, which extended a great length to the northward, was a lumber-room, filled with all manner of rubbish, old papers, books, and furniture. There appeared to the youthful mind of the writer a sort of legendary character attached to this place. He remembers the great satisfaction he felt while rummaging about with a grandson of Judge Pope, and on one of their searches of discovering a strange piece of furniture which, for a long time, was a great wonder to them, but which they at last ascertained to be a musical instrument, one of the predecessors of the pianoforte, a Harpsichord. This was undoubtedly the instrument upon which the Misses Greenleaf charmed their adoring



THE CUSTOM HOUSE.



'Strephons,' prior to the days of the Revolution." The old homestead of the Pope family was upon the east side of the Acushnet river, a quarter of a mile below the Friends Meeting House. Col. Pope died at his home on Main street, June 10, 1818, aged seventy-eight years.

Col. Pope held the office of collector between the years 1789 and 1801. Following him was Isaiah Weston, from 1801 to 1814, and John Hawes from 1814 to 1823. Then Russell Freeman enjoyed the office until 1829. He was an uncle of Col. Fessenden, a collector of a later generation.

In 1829 Lemuel Williams went in for a term of eight years. At the time, party politics ran high and there was great contest over political plums. In the campaign for the appointment, Williams and Freeman came to blows on the street. During Mr. Williams' incumbency, in 1836, the present custom house was built.

When Williams went out, Robert S. Smith went in to stay two years. His accounts became tangled and he disappeared in a cloud of suspicion. By curious evolution he became, later, head waiter at the Adams House in Boston.

William H. Allen, father of John A. P. Allen, was collector from 1841 to 1843. It was during his term of office James Taylor made his first appearance at the custom house. Mr. Taylor's father, William H. Taylor, had been deputy collector under Lemuel Williams, and he gave up the position in 1843 to accept the secretaryship of the Mutual Marine Insurance Company. Francis Stoddard, of Fairhaven then became deputy.

William H. Allen, an ardent Whig, received his appointment from the first President Harrison. When John Tyler succeeded Harrison, Collector Allen was asked to leave his work at the custom house, for very evident reasons. This was in 1843. Then occurred a peculiar incident. In September, 1843, Rodney French walked into the custom house with an appointment signed by President Tyler. He was a man who figured conspicuously in almost every department of the city's history. He was exceedingly versatile, and as events proved, too versatile in politics to hold the collector's chair. He was supposedly a Democrat, and also a Free Soiler, and an anti-slave expounder; he was, in the political parlance of the time, a "Black Republican." It is safe to believe that Tyler did not know of this when the appointment was issued, and it was about three months before he found it out. The president lost enthusiasm for his appointment, and the Senate refused to confirm him.

Strange as it may seem for some time thereafter the office went begging, and nobody seemed to care for the handsome perquisites. Then there appeared on the scene, Lieutenant Josiah Sturgis. He was a lieutenant commander in the United States revenue marine service and

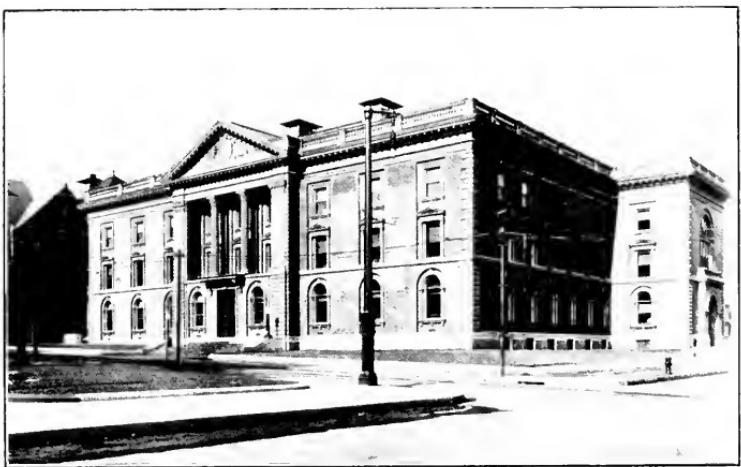
was then stationed at this port on board the cutter McLane. In the collector's room at the custom house there were several relics of Lieutenant Sturgis, among them two portraits, one a silhouette, where the lieutenant is represented in an absurdly tall beaver hat and wide-skirted coat. There is also a pamphlet containing a "brief sketch" of his life, and a letter expressing the "unaffected regret" of the citizens of New Bedford at his leaving after five years residence among them. This last is valuable in its way as it contains the signatures of forty prominent people, living in 1838.

Lieutenant Strugis's scheme was to import a collector. This was his friend, Joseph T. Adams, who lived in Washington. He was a correspondent of a Boston paper and a friend of "Bobby" Tyler, the president's son. It was a matter of a short time to secure his appointment, and in a few months after Rodney French's retirement, Lieutenant Sturgis had the satisfaction of placing his friend Adams in the collector's chair. During his incumbency there was a change of presidents. The incomer, Polk, strongly favored the reannexation of Texas, and Adams became an ardent expounder of the cause, and on that question wrote many articles in the local papers. He remained until 1849, and was succeeded by William T. Russell, who served four years.

The following list of collectors was compiled for this history and is the first ever prepared: 1789-1801, Col. Edward Pope; 1801-1814, Isaiah Weston; 1814-1823, John Hawes; 1823-1829, Russell Freeman; 1829-1841, Lemuel Williams; 1841-1843, Robert S. Smith and William H. Allen; 1843-3 months, Rodney French; 1843-1849, Joseph T. Adams; 1849-1853, William T. Russell; 1853-1861, Col. C. B. H. Fesenden; 1861-1870, Lawrence Grinnell; 1870-1886, John A. P. Allen; 1886-1891, Weston Howland; 1891-1895, James Taylor; 1895-1900, Zephaniah W. Pease; 1900-1905, George F. Bartlett; 1905-1913, Rufus A. Soule.

Rufus A. Soule, died in office. The last act of President Taft's administration was to consolidate customs districts of the country, and then New Bedford customs district, after a glorious history in which nearly four hundred and fifty vessels were documented in some years, was consolidated in the Massachusetts district and lost its identity. In the days when protection was granted to American seamen, as many as three thousand protection papers were issued in a year. In recent years, however, the duties upon machinery imported for the cotton mills, have brought the customs receipts up to the highest mark in the history of the district. Edward P. Haskell is deputy collector in charge of the New Bedford Custom House at the present time.





MUNICIPAL BUILDING

## CHAPTER XXXVI.

### The City Government and Its Leading Departments.

*City Government*—Elected annually, first Tuesday in December for succeeding year. Organizes first Monday in January. Regular meetings in city council chambers, Municipal Building, second and fourth Thursdays of each month. Special meetings when called by mayor.

**Mayor**—Hon. Charles S. Ashley (eighteenth term), 93 State street. Office, Room 20, Municipal Building. Office hours, 11:30 a. m. 12:30 p. m., except Saturdays.

**Aldermen**—Ward 1, Napoleon Ricard. Ward 2, James F. Collins. Ward 3, Elzear H. Choquette. Ward 4, Clifton W. Bartlett. Ward 5, Charles M. Carroll. Ward 6, Thomas Kirkham.

Mayor presides at meetings. In his absence, the chairman of the board, Alderman Clifton W. Bartlett, acting mayor during the mayor's absence or disability.

**Clerk**—Walter H. B. Remington, city clerk.

**Messenger to Board of Aldermen**—William T. Davis (appointed by the mayor).

**Common Council**—Ward One—Eugene E. Barthelemy, Rodolphe J. Carrier, James M. Hughes, George D. Lacroix. Ward Two—Aldei Casavant, Jeremiah Coughlin, John H. Hollihan, Daniel J. Sullivan. Ward Three—George T. Duckworth, William H. Loughlin, Frederick C. Luce, Frank A. McNulty. Ward Four—William J. Francis, Edward J. Harrington, W. Seymour Langshaw, Louis N. Schuler. Ward Five—Robert L. Baylies, Harrison T. Borden, John McCullough, 3d, Frank Whittaker, Ward Six—William Bond, William J. Harnish, Abraham Murgatroyd, Odilon Rousseau.

**Organization**—President, Harrison T. Borden; clerk, Charles P. Sawyer (elected by council, first meeting); messenger to common council, David M. Piper (appointed by president of council).

The city officers are as follows:

**City Clerk**—Walter H. B. Remington; office, Room 18, Municipal Building. Elected by city council in convention, April, 1917; term three years, expires April, 1920.

**Assistant City Clerk**—James Dignam; office, Room 18, Municipal Building. Nominated yearly, in April, by city clerk and confirmed by city council in convention.

**City Treasurer and Collector of Taxes**—William S. Cook; office, Rooms 1, 2 and 3, Municipal Building. Elected yearly, in April, by city council in convention.

**City Auditor**—Charles J. McGurk; office, Room 4, Municipal Building. Elected yearly, in April, by city council in convention.

**Clerk of Committees**—Charles P. Sawyer; office, Room 220, Municipal Building. Elected yearly, in April, by city council in convention.

**City Solicitor**—Benjamin B. Barney; room 204, Municipal Building, and Room 11, Masonic Building. Appointed yearly, in January, by the mayor.

City Engineer—George H. Nye; office, Room 303, Municipal Building. Elected yearly, in April, by city council in convention.

Consulting Engineer for Intercepting Sewer—William F. Williams; office, Room 301, Municipal Building.

Superintendent of Streets—Charles F. Lawton; office, Room 315, Municipal Building. Appointed annually, in April, by mayor and aldermen.

Superintendent of Sewers—Superintendent of streets, *ex-officio*.

City Forester—Superintendent of streets, *ex-officio*.

Superintendent of Building and Buildings in the Fire Districts—Joseph L. Gibbs; office, Room 307, Municipal Building. Elected yearly, in April, by city council in convention.

Inspector of Buildings—Superintendent of public buildings. Designated by aldermen.

Assistant Superintendent of Public Buildings—Martin H. Sullivan; office, Room 307, Municipal Building. Appointed annually, in April, by superintendent of public buildings, and confirmed by city council in convention.

Inspector of Wires—William P. Briggs; office, Room 212, Municipal Building. Elected yearly, in April, by city council in convention.

City Physician—Dr. Samuel K. Segall; office and residence, 1208 Acushnet avenue. Appointed by the mayor, with approval of city council in convention, annually in April.

Inspector of Milk, Provisions, and Inspector of Animals Intended for Slaughter and Inspector of Animals—Dr. Herbert B. Hamilton. Appointed by Board of Health under Chapter 75, Revised Laws, and Chapter 485, Acts of 1909.

Sealer of Weights and Measures—John Hobin; office, basement Municipal Building. Appointed under civil service by mayor and aldermen.

Harbor Master—Charles H. Purrington; place of business, New York, New Haven and Hartford railroad wharf. Appointed April 12, 1917, under Chapter 36, Acts of 1876.

Fence Viewers—Stephen H. Bond, Samuel W. Jennings, Thomas Thorley.

City Wharfinger—Henry F. West; place of business, City Pier No. 3. Elected by committee on wharves.

Inspector of Crude Petroleum—Orville E. Young, 246 Palmer street. Appointed by mayor and confirmed by aldermen under Chapter 204 of Acts of 1911.

Caretaker of Graves of Soldiers and Sailors of Civil and Spanish Wars—Hurlbert E. Thomas, 177 Shawmut avenue. Appointed by mayor under Chapter 122, Acts of 1914, no confirmation necessary.

Registrar of Labor, Under Civil Service Rules—William J. Carter; office, Rooms 6, 7 and 8, Municipal Building.

Inspector of Accidents—Chester W. Chase.

Smoke Inspector—Edward F. Dahill, chief of fire department. Appointed under Sections 122-127 of Chapter 102, Revised Laws.

Soldiers' Aid Agent—Thomas J. Gifford; office, Room 210, Municipal Building.

*Board of Assessors*—Office, Room 9, Municipal Building. Office hours, 9:00 a. m. to 4:00 p. m. Three assessors, one elected at large, at each municipal election in December; terms, three years. Six assistant

assessors, elected by wards, municipal election in December; term, one year.

Assessors—John H. Finnell, clerk; term expires 1917. John Hannigan; term expires 1918. Joseph H. Handford, chairman; term expires 1919.

Assistant Assessors—Ward 1, Joseph A. Dionne, William Hall. Ward 2, James H. Holden, Harold D. P. Ryan. Ward 3, Albert W. Goodwin, William F. Salter. Ward 4, Roland A. Leonard, Edward B. Gray. Ward 5, Frederick D. Sowle, John C. Noyer. Ward 6, John B. Roberts, William P. Matthews.

*Cemetery Department*—Public cemeteries, 4; total area, 214 acres, 53.76 rods; Oak Grove, 41 acres, 130.00 rods; Rural, 87 acres, 41.01 rods; Griffin street (closed) 1 acre, 110.85 rods; Pine Grove, 83 acres, 93 rods.

Cemetery Board—Office, Rooms 201 and 202, Municipal Building. Office hours, 9:00 a. m. to 4:00 p. m. Board consists of three members, one nominated annually, in April, by mayor, confirmed by city council. Term, three years. Regular meetings, Fridays at 7:30 p. m.

Members of Board—William M. Higham, chairman; elected April, 1915. John G. Nicholson, elected April, 1913. Charles H. Vinal, secretary; elected April, 1917.

Clerk of Board—Pardon A. Macomber.

Assistants—Ivah M. Hunt, Alice G. Shaw.

Assistant Superintendent of Cemeteries—Hurlbert E. Thomas; appointed under civil service rules.

Sextons—Oak Grove, Edmund M. Cornell; Rural, Nelson L. Pike.

*Health Department*—Office, bacteriological laboratory and free agency for vaccination, Rooms 215-218, Municipal Building. Office hours: 9:00 a. m. to 4:00 p. m. Hours of inspectors of plumbing: 8:00 to 9:00 a. m. and 12:30 to 2:30 p. m. Free agency for vaccination: 11:30 a. m. to 12:30 p. m. Board consists of three members, nominated by mayor in January and confirmed by aldermen. Term, three years.

Members of Board—Dr. L. Z. Normandin, chairman; appointed January, 1917. Cooper Gaw, appointed February, 1915. Joseph R. Glennon, appointed January, 1916.

Agent and Executive Officer—William G. Kirschbaum.

Clerk—Susan J. Small.

Assistant Clerk—Edna E. Wright.

Sanitary Inspectors—John E. Glennon, Thomas Dahoney, Edward Raymond.

Inspectors of Plumbing—Louis H. Richardson, William Deacon.

Medical Inspector—Dr. A. N. Senesac.

Oculists—Dr. F. L. Clark (south); Dr. Charles M. Atchison (north).

Bacteriologist—Dr. A. H. Mandell.

Quarantine Officer—Dr. Joseph A. Frazier.

Public Vaccinators—Dr. L. K. Doran and Dr. R. D. Heap.

Medical School Inspectors—Dr. A. V. Pierce, Dr. J. F. Weeks, Dr.

J. Conrad Ross, Dr. Charles Shanks, Dr. J. P. St. Germain, Dr. W. A. Nield, Dr. E. P. Seaver, Jr., Dr. D. J. Lowney, Dr. E. St. J. Johnson, Dr. William Rosen.

School Examiner—Dr. H. V. Weaver.

Public Health Nurses—Sarah W. Chase and Philomena E. Vargas. Nurse for Parochial Schools—Katharine F. Lowney.

Inspector of Milks and Provisions—H. B. Hamilton, D. V. S.

Collector of Milk Samples and Interpreter—Frederick J. Francis.

Inspector of Slaughtering—H. B. Hamilton, D. V. S.

Distributing Stations for Diphtheria Antitoxin—Browne Pharmacy (centre), 203 Union street; Ernest H. Query & Company (west), corner Kempton and Cottage streets; Dion's Pharmacy (north), corner Sawyer street and Acushnet avenue; T. P. Keating & Company (south), corner Potomska and South Water streets. After 10:00 p. m., on application to the watchman at the Municipal Building.

Death rate, 1916, 15.31, based on population of 118,158.

*Licensing Board*—Office, Rooms 206 and 207, Municipal Building. Office hours, 9:00 to 1:00, 2:30 to 4:00, daily. Board consists of three members, appointed by the mayor under statutes. Term begins first Monday in June of year of appointment, and continues six years.

Members of Board—Rodolphus A. Swan, chairman and secretary; appointed April 4, 1917. Charles H. Simmons; appointed December 20, 1916. Miner W. Wilcox; appointed December, 1914.

*Poor Department*—Office, Rooms 13-15, Municipal Building. Office hours, 9:00 a. m. to 4:00 p. m. daily. Almshouse and city farm, Clarks Point. Board consists of three members, one appointed by the mayor in April, annually, and confirmed by the city council in convention. Term, three years.

Members of Board—A. Dennis Perrault; appointed April, 1917. Koppel Cohen; appointed April, 1917. Edward De Mello; appointed April, 1917.

Secretary and Almoner—Douglas L. McGee.

Clerk and Interpreter—Joseph A. Desjardins.

Visitor and Interpreter—Antone H. Senna.

Visitor—Raymond Halliwell.

Stenographer—M. Catherine Rogers.

Stenographer—Myra E. Jones.

Superintendent of Almshouse and Farm—Thomas F. Brown, city farm, Clarks Point.

Matron of Almshouse—Mrs. Thomas F. Brown, city farm, Clarks Point.

Physicians to Board—Dr. Arthur L. Brunelle (north), Dr. Harry L. Stevens (centre), Dr. Louis A. Perras (Clarks Point and almshouse), Dr. Frank W. Mathewson (south).

*Department of Parks*—Total parks, 7; total area, 221.47 acres: viz.: Brooklawn, 88.51; Buttonwood, 94.46; Hazelwood, 23.05; Bridge, 1.08;

Grove, .93; Common, 7.2; Ashley Park, 4.32; Triangle, .16; Water Front, 1.76. Appraised valuation, \$822,425.

Park Commissioners—Office, Room 205, Municipal Building. Board consists of five members, one appointed yearly in April by the mayor and confirmed by the city council in convention. Term, five years, beginning first Monday in May in year of appointment.

Members of Board—William P. Covell, appointed 1916; term expires 1919. George H. Hedge, appointed 1915; term expires 1920. Joseph Barnes, appointed 1916; term expires 1921. William F. Caswell, appointed 1917. William Ferguson; appointed 1916.

General Superintendent—Thomas W. Cook.

*Police Department*—Under Civil Service.

Chief—Thomas J. Taft.

Deputy Chief—John C. Parker.

Captains—Harry D. Stow, Frank W. Sylvia, Daniel Deneen.

Chief Inspector—Walter Almond.

Inspectors—George R. Lawrence, Charles F. Smith, Albert E. Mosher.

Lieutenants—Thomas Fay, Charles L. McBay, Joseph B. Wing, Willis C. Underwood, Jeremiah McCarthy, William Fowler, William E. Roscoe, Narcisse A. Breault, Edward P. Doherty, Samuel D. McLeod.

Acting Clerk—Albert E. Mosher.

Sergeants—Chester L. Tripp, James W. Savage, Frank L. Remington, Edmund Foley, Arod B. Holloway, James J. Moore, George A. Sherman, William Welsh, Daniel P. Sweeney, Harry C. Ellis.

Keeper of Lock-Up—Thomas J. Taft, appointed by mayor under statute.

Police Matron—Mrs. Sarah M. Brownell.

Number of regular patrolmen, 153; traffic officers, 10; wagonmen, 3; drivers, 6; housekeepers, 14; reserve officers, 35; pensioners, 6.

Station 1 (headquarters), South Second, south of Union; Station 2, South Water and Blackmer; Station 3, Kempton and Cedar; Station 4, Willis, west of Purchase; Station 5, Weld street, corner Bowditch. Police barn, south Second, south of Spring.

Equipped with Gamewell police signal system. Police call on fire alarm, 2-2-2, struck four times.

The contract for a new central police station has been awarded to the H. T. Bulman Corporation, and the construction is now under way. This building was to be completed about February 1, 1918, and will cost about \$145,500, without equipment.

*Registrar of Voters*—Office, Room 7, Municipal Building. Meetings when called. Four members of board, city clerk, *ex-officio*, and three others, one appointed annually, in February or March, by the mayor and confirmed by the board of aldermen. Term, three years.

Members of Board—Channing Wilde (Democrat), chairman; appointed February, 1917; term expires 1920. Joseph A. Desaulniers (Republican); appointed March 1916; term expires 1919. William J. Glasgow (Democrat); appointed March, 1915; term expires 1918. Walter H. B. Remington (Republican), city clerk, *ex-officio* clerk.

Registration, municipal election, December 5, 1916:

Precinct	Men	Women
1.....	661	48
2.....	723	33
3.....	641	16
4.....	631	16
5.....	605	12
6.....	631	32
7.....	679	74
8.....	636	92
9.....	701	78
10.....	592	162
11.....	573	124
12.....	615	81
13.....	806	116
14.....	488	90
15.....	634	81
16.....	575	65
17.....	752	70
18.....	680	132
19.....	525	109
20.....	576	68
21.....	583	18
22.....	770	23
23.....	625	27
24.....	635	44
Totals. ....	15,337	1,611

The following is the vote for mayor from first election:

1847—Abraham H. Howland.....	936	1857—George H. Dunbar .....	1473
James B. Congdon.....	380	Abraham H. Howland .....	1463
Harrison G. O. Colby.....	176	1858—Willard Nye .....	1384
James D. Thompson.....	73	Abraham H. Howland .....	1201
1848—Abraham H. Howland.....	1068	George G. Gifford.....	358
James D. Thompson.....	37	1850—Isaac C. Taber.....	1750
1849—Abraham H. Howland.....	1331	Weston Howland .....	1216
William H. Taylor.....	461	1860—Isaac C. Taber .....	1700
1850—Abraham H. Howland.....	866	Thomas Knowles .....	1278
Benjamin Rodman.....	168	1861—Isaac C. Taber .....	1312
1851—Abraham H. Howland.....	820	Thomas Knowles .....	771
Lineas Wood .....	41	1862—George Howland, Jr. ....	857
1852—William J. Rotch .....	875	Scattering .....	3
Rodney French .....	357	1863—George Howland, Jr. ....	822
1853—Rodney French .....	1052	Thomas Nye, Jr. ....	744
William J. Rotch .....	1022	1864—George Howland, Jr. ....	1349
1854—Rodney French .....	1581	Rodney French .....	867
Willard Nye .....	1340	1865—John H. Perry .....	1167
1855—George Howland, Jr. ....	1836	Scattering .....	11
Rodney French .....	715	1866—John H. Perry .....	827
1856—George Howland, Jr. ....	1382	Scattering .....	2
Rodney French .....	1352	1867—Andrew G. Pierce .....	1743
1857—George H. Dunbar .....	1185	George B. Richmond.....	1329
9 mos. James D. Thompson .....	901	1868—Andrew G. Pierce .....	1604

George B. Richmond.....	1508	1894—David L. Parker.....	3375
J. Wingate Frost.....	203	Stephen A. Brownell.....	2000
1869—George B. Richmond.....	1770	Blanks .....	335
Horatio Hathaway.....	1688	1895—David L. Parker .....	3450
1870—George B. Richmond.....	1870	Stephen A. Brownell.....	2043
Elijah H. Chisholm.....	1712	Blanks .....	340
1871—George B. Richmond.....	1659	1896—Charles S. Ashley .....	3001
George H. Dunbar.....	1570	David L. Parker.....	3485
1872—George H. Dunbar.....	1681	Blanks .....	209
George B. Richmond.....	1908	1897—Charles S. Ashley.....	4053
1873—George B. Richmond.....	1751	Samuel E. Bentley.....	3584
Scattering .....	10	1808—Charles S. Ashley.....	4006
1874—Abraham H. Howland, Jr. ....	2331	Samuel E. Bentley.....	3278
George B. Richmond.....	2009	Peter J. McFadden.....	265
1875—Abraham H. Howland, Jr. ....	2474	Blanks .....	248
George B. Richmond.....	2107	1899—Charles S. Ashley.....	4517
1876—Alanson Borden.....	1063	Henry Howland .....	2419
Charles H. Gifford.....	1832	Peter J. McFadden.....	200
1877—George B. Richmond.....	2277	Blanks .....	208
William T. Soule.....	1109	1900—Charles S. Ashley .....	4195
1878—William T. Soule.....	1793	Alva H. Morrill.....	2087
George B. Richmond.....	1738	Blanks .....	440
1879—William T. Soule.....	2249	1901—Charles S. Ashley .....	4305
George Wilson .....	2054	Charles H. Adams.....	2780
1880—George Wilson .....	2532	Alva H. Morrill.....	353
Charles H. Gifford.....	1936	Blanks .....	516
1881—George Wilson .....	1879	1902—Charles S. Ashley .....	4811
William T. Soule.....	1054	Andrew P. Doyle.....	2833
Rufus A. Soule.....	777	Blanks .....	706
George G. Gifford.....	124	1903—Charles S. Ashley .....	4435
1882—George Wilson .....	2095	Joseph Franklin Spinnett .....	1440
John Wing .....	1233	Scattering .....	455
Charles E. Hendrickson.....	265	Blanks .....	1079
1883—George Wilson .....	2046	1904—Charles S. Ashley .....	4539
Rufus A. Soule.....	1818	Ezekiel H. Noble .....	99
Charles E. Hendrickson.....	50	John E. O'Neil.....	190
1884—Morgan Rotch .....	2292	Thomas Thompson .....	4108
Rufus A. Soule.....	2062	Scattering .....	3
George G. Gifford .....	88	Blanks .....	302
1885—Morgan Rotch .....	2419	1905—Thomas Thompson .....	4854
Charles Almy .....	452	Isaac L. Ashley .....	42
1886—Morgan Rotch .....	2301	John McCullough .....	4015
Rufus A. Soule .....	1891	Ezekiel H. Noble .....	118
Robert W. Taber.....	194	Scattering .....	2
1887—Morgan Rotch .....	2457	Blanks .....	249
Rufus A. Soule .....	2073	1906—Charles S. Ashley .....	4901
Charles E. Hendrickson.....	30	Thomas Thompson .....	4886
1888—Walter Clifford .....	2310	Scattering .....	12
Charles S. Ashley .....	2046	Blanks .....	211
Jethro C. Brock.....	162	1907—William J. Bullock .....	5261
1889—Walter Clifford .....	2413	John V. Spare .....	612
Charles S. Ashley .....	2323	Thomas Thompson .....	4304
Jethro C. Brock .....	265	Scattering .....	3
1890—Charles S. Ashley .....	2863	Blanks .....	184
Charles F. Shaw .....	1885	1908—William J. Bullock .....	6184
Jethro C. Brock .....	258	John V. Spare .....	4082
1891—Charles S. Ashley .....	2315	Scattering .....	27
Jethro C. Brock .....	2070	Blanks .....	299
Blanks .....	149	1909—Charles S. Ashley .....	5702
1892—Jethro C. Brock .....	3107	Thomas Thompson .....	4953
Stephen A. Brownell .....	2948	Scattering .....	25
Blanks .....	167	Blanks .....	274
1893—Stephen A. Brownell .....	3432	1910—Charles S. Ashley .....	6461
Jethro C. Brock .....	2854	Nathaniel P. Sowle .....	3400
Blanks .....	160	Scattering .....	15

Blanks .....	234	Scattering .....	7
1911—Charles S. Ashley.....	5253	Blanks .....	939
Edward T. Bannon .....	2452	1914—Charles S. Ashley.....	5488
Thomas Thompson .....	3058	Arthur N. Harriman.....	430
Scattering .....	5	Edward R. Hathaway.....	5632
Blanks .....	186	Scattering .....	9
1912—Charles S. Ashley.....	5877	Blanks .....	814
Edward T. Bannon.....	3502	1915—Charles S. Ashley.....	6253
Frederick W. Cornish.....	850	Edward R. Hathaway.....	6701
Scattering .....	23	Scattering .....	21
Blanks .....	2254	Blanks .....	879
1913—Charles S. Ashley.....	5822	1916—Charles S. Ashley.....	7825
Edward T. Bannon.....	374	Edward R. Hathaway.....	5742
Frederick W. Cornish.....	381	Scattering .....	17
Edward R. Hathaway.....	4506	Blanks .....	926

During the past year 5.38 miles of sewer, at an expense of \$99,481.40, have been constructed, and 3.18 miles of new streets have been laid out and accepted.

Appropriations have been made for the intercepting sewer system and the work is nearly completed and most of it is in operation. This has already resulted in a very marked clearing of the waters of Acushnet river and Clarks cove. This system will cost \$1,600,000 (estimated), and when completed will provide for a population of 300,000.

The cost of this system to January, 1917, is \$1,233,943.93. Work on the intercepting sewer has progressed steadily through the year and at the present time the flow of all sewage has been intercepted from the upper part of Clarks cove and from the part of the city lying west of Second street as far north as Davis street.

The city now owns the shore and all riparian rights south of Brock avenue, from Shore street to Crapo street, and from the Kilburn Mills south to the government reservation.

The erection of the new permanent municipal bath houses was completed at a price of about \$47,000. The building represents an outlay of about \$80,000.

*Sinking Fund Commissioners*—Three members, one elected by city council in concurrence, annually, in March. Term, three years.

Members of Board—Benjamin A. Tripp; elected April, 1917; term expires March, 1919. Harry C. Robinson; elected April, 1917; term expires March, 1920. Charles S. Kelley, Jr.; elected March, 1915; term expires March, 1918.

Secretary and Treasurer—William S. Cook.

*The Water System*—The movement for a system for supplying New Bedford with water began March 8, 1860, when Frederick S. Allen introduced into the common council an order for the appointment of a committee to "consider the practicability and expediency of introducing a permanent supply of fresh water into the city, and to report some plan with the probable cost of doing so." Constant agitation finally awakened the

public's sense of duty, and on April 18, 1863, an act for supplying the city of New Bedford with pure water was passed by the Massachusetts General Court.

The first board of water commissioners was organized December 13, 1865: William W. Crapo, chairman; Warren Ladd, David B. Kempton and James B. Congdon. When the first appropriation of \$100,000 was made, December 14, 1865, the great work was fairly begun. During the closing weeks of 1869, water flowed from the dam across the valley of the Acushnet, seven miles north of the city, through the main pipes to the city, thence distributed to the homes, stores and mills. Since that time great extensions and improvements have been made, fresh sources of supply have been secured, and very recently, and from dam, lake and reservoir comes a never-failing supply.

The water works system, municipally owned and managed, has been reinforced by a duplicate supply main from High Hill reservoir and new mains are being laid to supply every portion of the city with water. When the present system is completed the city will be entirely encircled by a large supply main, both ends of which will be connected with the pumping station at Quittacus. This will insure a supply of water to every part of the city in every emergency. The water from Quittacus lake is of the purest, and the supply adequate for many years. The water shed is the largest in the State. The water rate is low—ten cents per 1,000 gallons for manufacturing purposes, and fifteen cents for metered domestic use.

Water department offices, Room 312, Municipal Building. New Bedford water board consists of five members; mayor and president of common council, *ex-officio*; one member elected in June, annually, by city council in convention. The following are the officers:

Members of the Board—The mayor, Charles S. Ashley, president *ex-officio*. Harrison T. Borden, president of the common council, *ex-officio*. William H. Pitman; elected June, 1915; term expires June, 1918. Frederic H. Taber; elected June, 1916; term expires June, 1919. Lettice R. Washburn; elected June, 1914; term expires June, 1917.

Clerk of Board and Superintendent—Robert C. P. Coggeshall.

Water Registrar—Clifford Baylies.

Bookkeeper—Warren Tattersall.

Water Register Clerks—Frank M. Hamlin, Alfred Bradley.

Clerks (Superintendent's Office)—Arthur R. Weeks, E. Maud Butts, Damon W. Rice, Berenice E. Dyer.

Inspectors—John B. Wilbur, Gilbert B. Borden, Jr., Alonzo W. Spooner, Justin C. Perkins, Arthur F. Colwell, Thomas Rawcliffe, Lester F. Spooner, Henry D. Backus, Robert G. Refuse, George Hutchinson, Walter Gardner.

Chief Pumping Engineer—Adoniram S. Negus; residence, near Little Quittacas station.

Assistant Pumping Engineers—James H. Weeks, Walter E. Plummer, Everett A. White.

General Foreman—John C. DeMello.

Foreman's Clerk—Rupert Kobza.

Assistant Foremen—Herbert C. Gifford, William C. DeMelio, Allen G. Briggs.

*The Fire Department*—In the year 1772 a fire engine was built in London, which was bought by Joseph Rotch, an original settler of New Bedford, and was the first fire engine ever brought to the village. It was named "Independence No. 1," and was housed on the north side of William street, where now stands the New Bedford Safe Deposit and Trust Company. Other "tubs" followed and all that could be done for fire protection with the crude apparatus was done. The fire department was organized in 1834, under an act of Legislature, and on July 4, 1835, the firemen first appeared in a parade. Interest soon died away and it was not until 1842 that the department again became really efficient. In September, 1859, ten days after a destructive fire, the first steam engine was ordered—Onward, No. 1—built by the Amoskeag Manufacturing Company of Manchester, New Hampshire, and was an excellent engine for that period.

The second steamer, "Progress," was ordered in 1860. The "Excelsior No. 3" was ordered in 1864, followed by the steamer, "Cornelius Howland No. 4," which went into commission February 1, 1867. In 1879 the "Onward No. 1" and "Progress No. 2," the first two steamers, were replaced by new engines, and in 1880 the permanent force were put in uniform. The Frederick Macy Steam Fire Engine Company, No. 6, was put in commission November 1, 1882.

Loss on signal fires, 1916: Damage to buildings, \$31,129.67; damage to contents, \$28,492.27; total, \$59,621.94. Insurance on buildings, \$2,754,732; insurance on contents, \$2,624,687.50.

The present fire chief, Edward F. Cahill, was elected by council in convention in April, 1917, according to the law, to serve one year. The department has a first, second and third assistant engineer, fifteen captains of engine, hook and ladder and hose companies, housed in eleven fire houses, or stations, all over the city.

The Firemen's Mutual Aid Society was organized in the department in 1875, its object to assist members who may receive injuries while performing fire service. The Firemen's Beneficial Association and the Veteran Firemen's Association also arising from department needs and service.

The oldest part of the fire department, the Protecting Society, was founded upon the Vigilance Committee of 1830, and was an active part of the department until 1873, when it was rendered much more useful by being furnished with tarpaulins, rubber blankets, etc. During the year 1874 the society furnished itself with badges to be worn at fires. In 1877 the society was reorganized with the membership limited to fifty.

Its efficiency has steadily increased from year to year, but in 1878 radical rules and regulations were adopted, new apparatus added, and under the energetic management of President Charles S. Kelley, the importance of the Protecting Society became doubly apparent. He succeeded in inducing the agents of the insurance companies to donate \$350, which was at once expended in rubber blankets. The society has gone on to greater usefulness as the years have passed and is a very efficient body of property savers, thousands of dollars worth of property being saved each year through its effort. In 1883 the plan of distributing the members in time of fire was first adopted.

The officers of the New Bedford Protecting Society (1917) are as follows:

President—Charles S. Kelley, Jr.  
First Director—Henry S. Hutchinson.  
Second Director—Thomas B. Akin.  
Third Director—Charles S. Baylies.  
Fourth Director—Edward B. Robbins.  
Fifth Director—F. Oscar Covill.  
Sixth Director—F. P. R. Patterson.  
Seventh Director—Joseph F. Cornwell.  
Eighth Director—Ernest H. Boucher.  
Secretary and Treasurer—Chester P. Rexford.

In 1916 the losses on signal fires in New Bedford, damage to building and to contents, were totalled \$59,621.94; on buildings insured for \$2,754,732, and contents insured for \$2,624,687. This small percentage of loss emphasizes the efficiency of the New Bedford fire department and its allied forces.

Personnel of the fire department:

Chief—Edward F. Dahill; elected annually, in April, by city council in convention.

First Assistant Engineer—James J. Donaghy; elected yearly, in April, by city council in convention.

Second Assistant Engineer—Frank R. Pease; elected yearly, in April, by city council in convention.

Third Assistant Engineer—John W. Donaghy; elected yearly, in April, by city council in convention.

Clerk—Joseph P. Kennedy, 15 Sherman street; civil service.

Heads of Companies—Engine No. 1, Captain James L. Haskins; Engine No. 3, Captain James H. Mahoney; Engine No. 4, Captain Frederick E. Ricketson; Engine No. 5, Captain Thomas H. Forbes; Engine No. 7, Captain Edward H. Coggeshall; Engine No. 9, Captain Ambrose F. Merchant; Engine No. 10, Captain Reuben Taber; Hook and Ladder No. 1, Captain Edward D. Francis; Hook and Ladder No. 2, Captain Edward M. Murphy; Hook and Ladder No. 3, Lieutenant Charles E. Greene; Hose No. 1, Captain Frank A. C. Greene; Hose No. 2, Captain George H. Cook; Hose No. 3, Captain Charles P. Johnson; Hose No. 4, Captain Jeremiah T. Haggerty; Hose No. 6, Captain Frank E. Lewis.

House Captains—Station 1, Purchase, foot of Franklin street, James

L. Haskins; Station 2, Purchase and Mechanics streets, Frank A. C. Greene; Station 3, Kempton and Reed streets, James H. Mahoney; Station 4, Bedford and South Sixth streets, Frederick E. Ricketson; Station 5, County and Hillman streets, Thomas H. Forbes; Station 6, Fourth street, head of Potomska street, Frank E. Lewis; Station 7, Cottage and Durfee streets, Edward H. Coggeshall; Station 8, Acushnet avenue and Davis street, George H. Cook; Station 8, Acushnet avenue, north of Lunds corner, Ambrose F. Merchant; Station 10, Purchase and Cedar Grove streets, Reuben Taber; Station 11, Brock avenue and Mott street, Jeremiah T. Haggerty.

Repair Shop, Bedford and South Sixth street—Master mechanic, Harry H. Kimball; assistant master mechanic, James H. Downey.

Headquarters' Telephone Operator—Charles S. Wing.

Assistant Telephone Operator—Lieutenant James T. Wing.

Superintendent of Fire Alarm—Edward F. Dahill.

Assistant Superintendent of Fire Alarm—Robert E. Allen.

*Condensed Facts Concerning New Bedford*—Territory settled, 1652. Town of Dartmouth incorporated, 1664. New Bedford incorporated as town, 1787. New Bedford incorporated as city, 1847. Location, west side Acushnet river, Bristol county. Length, 10.71 miles; width, average, 1.86 miles; area, 19.39 square miles. Distance from Boston (railroad), 57 miles. Distance from Fall River, 13.8 miles. Distance from Taunton, 20 miles. Principal business, manufacture of fine cotton goods; in this New Bedford stands first in America. Other business, manufacture of blankets, silk and woolen fabrics, shoes, glass and silverware, drills and tools, refined oils, wood and paper boxes, cotton manufacturers' supplies, eyelets, crackers and biscuits, beer and ale, screws, rope and cordage, wrapping bands, driving rope, carriages, sheet copper and yellow metal, printing rolls, soap, paper specialties, electrical devices, mechanical toys, reed furniture, artificial ice, the whaling industry, whalers' supplies.

Assessed valuation, personal, 1916.....	\$39,765,475
Assessed valuation, real estate, 1916.....	71,793,350
Resident bank stock, 1916.....	1,562,968
Total assessed valuation, 1916.....	113,121,793
Rate of taxation, 1916, per \$1,000.....	23.00
Banking capital, 1916.....	2,920,000
Banking dividends, 1916.....	242,800
Savings bank deposits, Dec. 30, 1916.....	31,708,454
Savings bank dividends, 1916.....	1,164,475
Co-operative bank shares .....	28,487
Co-operative bank dividend rate .....	5½ per cent.

Population since New Bedford became a city:

1847 (Estimated) 1840, 12,087.....	16,000
1850 (National census), .....	16,443
1855 (State census), .....	20,380
1860 (National census), .....	22,300
1865 (State census), .....	20,853
1870 (National census), .....	21,320
1875 (State census), .....	25,805
1880 (National census), .....	26,845

1885 (State census), . . . . .	33,393
1890 (National census), . . . . .	49,733
1895 (State census), . . . . .	55,251
1900 (National census), . . . . .	62,442
1905 (State census), . . . . .	74,362
1906 (Special census), . . . . .	70,078
1910 (National census), . . . . .	90,052
1915 (State census), . . . . .	109,568
Assessors' estimate, April 1, 1917, . . . . .	118,000

Other statistics:

Combined capital, other manufactures than cotton, . . . . .	\$5,730,000
Receipts of coal, yearly estimated tons, . . . . .	700,000
Receipts of fresh fish, 1916, pounds, . . . . .	4,375,000
Shipments of shell fish, 1916, barrels, . . . . .	22,050
Value of whaling catch, 1916, . . . . .	\$180,000
Number of bales of cotton purchased, 1916, . . . . .	418,039

Post office business:

Number of sub-stations, . . . . .	22
Number of classified stations, . . . . .	1
Regular carriers, . . . . .	59
Substitute carriers, . . . . .	15
Regular clerks, . . . . .	41
Substitute clerks, . . . . .	11

Custom house business:

Customs receipts, 1916, . . . . .	\$10,871,30
Total tonnage, vessels arriving, etc., . . . . .	2,114,394
Immigrants landed, . . . . .	1,250

Draw bridge record, year ending December 31, 1916:

Openings, . . . . .	4,146
Boats, . . . . .	2,433
Towboats, . . . . .	2,105
Barges, . . . . .	754
Schooners, . . . . .	79
Steamers, . . . . .	359
Number of tons, . . . . .	464,000

Building statistics:

Building permits granted, 1916, . . . . .	949
Decrease from previous year, . . . . .	63
Estimated cost, new buildings, 1915, . . . . .	\$4,762,081
Increase over previous year, . . . . .	\$1,635,347
Number of tenements erected, 1916, . . . . .	662
Decrease from previous year, . . . . .	37
Instruments recorded, Registry of Deeds, 1916, . . . . .	8,352
Increase over previous year, . . . . .	107

*Political*—Congressional district, 16th, includes the following cities and towns: In Barnstable county—Barnstable, Bourne, Brewster, Chatham, Dennis, Eastham, Falmouth, Harwich, Mashpee, Orleans, Provincetown, Sandwich, Truro, Wellfleet, Yarmouth. In Bristol county—New Bedford, Acushnet, Dartmouth, Fairhaven. In Plymouth county—Bridgewater, Carver, Duxbury, Halifax, Hanover, Hanson, Hingham, Hull, Kingston, Marion, Marshfield, Mattapoisett, Middleboro, Norwell, Pembroke, Plymouth, Plympton, Rochester, Scituate, Wareham. In Norfolk county—Cohasset. The whole of Dukes and Nantucket counties. Congressman, Joseph Walsh (Republican), of New Bedford.

Councillor district, first, includes the following: The Cape, the first and second Plymouth and the second and third Bristol senatorial districts Legal voters, 77,340. Councillor, David L. Parker (Republican), of New Bedford.

Senatorial district, third Bristol, includes the following cities and towns: Acushnet, Dartmouth, Fairhaven, Freetown, New Bedford and Westport. Legal voters, 16,146. Senator, Richard Knowles (Republican), of New Bedford.

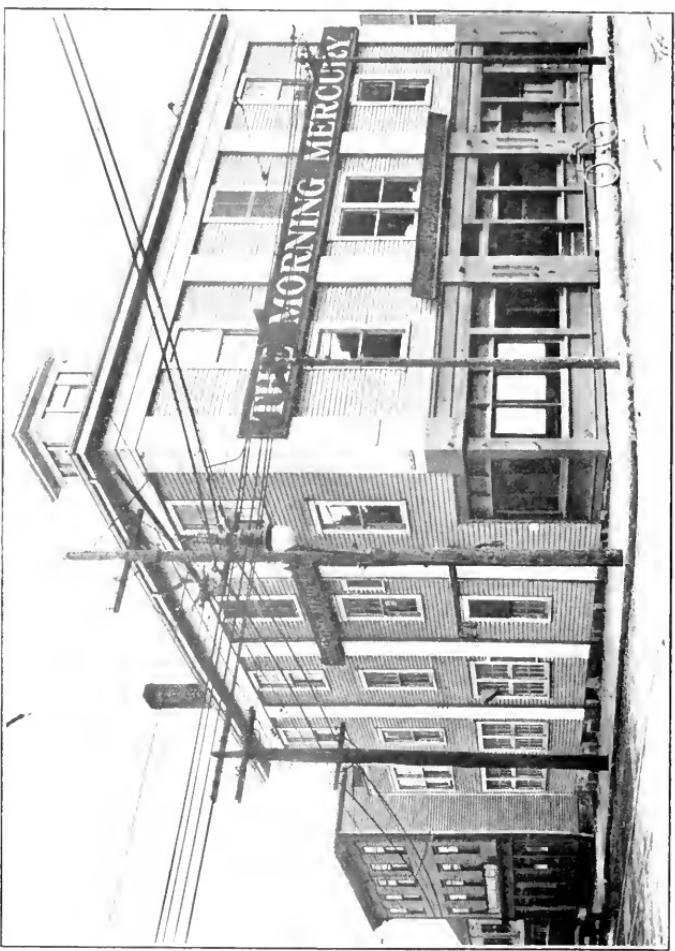
Representatives districts, seventh and eighth Bristol: Seventh Bristol district includes Wards 1, 2 and 3 of New Bedford; legal voters, 7,688; representatives, Alfred M. Bessette (Republican) and George E. Lilley (Republican). Eighth Bristol district includes Wards 4, 5 and 6 of New Bedford; legal voters, 7,649; representatives, John Halliwell (Republican), Ward M. Parker (Republican) and Gilbert G. Southworth (Republican).

District attorney district, southern, includes Barnstable, Bristol, Dukes and Nantucket counties. District attorney, Joseph T. Kenney, of New Bedford; assistant, Frank B. Fox, of Taunton.

The custom house, North Second, corner of William street, Edward P. Haskell, deputy collector in charge. Arthur E. Duffy, deputy collector and inspector. Dr. Edward F. Cody, acting assistant surgeon, United States Public Health and Marine Hospital Service. William B. Hinkley, immigration inspector. H. C. Hathaway, shipping commissioner. Clifford P. Sherman, referee in bankruptcy. Stanley C. Aken, Joseph D. Dobley, Frank E. Macy and S. S. Taber, local board of civil service examiners. Alexander McL. Goodspeed, United States commissioner. H. Adelbert Linfield, inspector in charge of the United States engineer department.







OFFICE OF THE OLDEST NEWSPAPER IN THE STATE

## CHAPTER XXXVII.

### Newspapers.

A weekly newspaper was established at New Bedford in 1792 called the "Medley" or "New Bedford Marine Journal," edited and printed by John Spooner "at his office near Rotch's Wharf." There are but few New England towns that had a weekly newspaper at an earlier date and no town of New Bedford's size can boast a longer newspaper mortuary list. "The Medley" was published for seven years by John Spooner, who then sold his interest to Abraham Shearman, Jr., who in 1798 had founded the "Columbian Courier," the first number appearing on December 1. Next to appear was the "New Bedford Mercury," owned and edited by Benjamin Lindsey, formerly a compositor and foreman on the "Palladium" of Boston. As the "Mercury" is the only one of this early trio to survive and is now, after more than a century, one of the leading newspapers in Massachusetts, extended mention is the "Mercury's" due.

The "New Bedford Mercury," a weekly newspaper, was established in 1807 by Benjamin Lindsey, who had previously worked as compositor and foreman in the printing office of the "Palladium" in Boston. "The Mercury" was New Bedford's third newspaper, and the first issues were small sheets of sixteen columns, printed "on good paper and in fair type," the subscription price two dollars, exclusive of postage, and "payable half-yearly in advance." In his address to the public the editor says: "It is our wish and intention to publish a useful and, as far as our resources will permit, an entertaining journal, embracing all those objects which properly fall within its scope, etc. \* \* \* In politics we shall adopt the truly republican principles of Washington's 'Farewell Address,' convinced that all Americans are alike interested in their support. Thus doing, we shall 'Nothing extenuate, nor set down aught in malice'."

The first issue contains "very late foreign news" for those ante-clippership, ante-steam-power, and ante-telegraph times, a proclamation by Thomas Jefferson, and various local advertisements by Abraham Russell, Peter Barney & Son, and Russell, Thornton & Company. In the second number is an advertisement of a new line of stages between New Bedford and Boston, announcing that the "stage will start from Crocker's tavern in New Bedford at sunrise on Mondays, Wednesdays and Fridays, and arrive at Boston at three o'clock p. m."

Daniel Ricketson, in the article written a half century ago gives an interesting description of the founder of "The Mercury." He wrote:

On Friday, August 7, 1807, commenced the "New Bedford Mercury," now one of the oldest newspapers in New England. In the spring of that year, upon a certain day, a tall and well-dressed young man, erect in per-

son, with cane in hand, stepped briskly into the office of the old Marine Insurance Company at the corner of Elm and Water streets, and inquired for a person with whom he had had some correspondence in relation to the establishment of a newspaper in New Bedford, the "Columbian Courier," as it will be remembered, having ceased on March 1, 1805. This gentleman was Benjamin Lindsey, Sen., of Boston, and the interview with the gentleman he sought, who was Joseph Ricketson, Sen., appears to have been satisfactory, as the first number of the "Mercury" was issued, as before stated, in the following August.

Mr. Lindsey was a man of great energy and industry, an editor of the old school. His constant devotion to his profession much impaired his health, and for many of his last years, as remembered by the writer, he bore the appearance of a valetudinarian, but he retained his quick step and industrious habits to the last. His appearance was remarkably editorial, but decidedly of the olden time and like his predecessor, John Spooner, of the Franklin school of printers. The "New Bedford Mercury" during his editorship was of the Federal school of politics, and was ever one of the most consistent and able journals in the State. During the latter part of his life he was assisted by his eldest son, who established the "Daily Mercury," not without the distrust of his father for its success, in 1831.

Mr. Lindsey was a practical printer, having learned his trade in Boston. He was born in Marblehead, Mass., and died in New Bedford, November 10, 1831, in his 54th year. He was a man of sound judgment, exemplary virtue, unobtrusive in his manners, and died much respected by his fellow-citizens.

In the weekly edition of "The Mercury," Friday, November 11, 1831, under a turned rule at the top of the column headed "Died," is found the following paragraph:

Died—At 10 o'clock last evening, after a long protracted consumptive illness, attended with great mental and bodily suffering, Mr. Benjamin Lindsey, the original proprietor, and until a few years past, the sole publisher, of this paper, in the fifty-fourth year of his age. Although the disease, which has thus terminated his existence, had within the last few weeks advanced with comparatively rapid progress, the fatal event at this period was entirely unexpected even by those who most assiduously watched his decline, and this simple melancholy announcement only will be expected from us at this time.

The founder of "The Mercury" conducted it alone until 1826, when his son, Benjamin Lindsey, Jr., was associated with him. In 1831 they started "The Daily Mercury" (the first daily established in New Bedford), and the senior partner soon after retiring, the entire management devolved on the son, who published it until July 15, 1861, when, having been appointed United States Consul at St. Catherine's, Brazil, he sold the newspaper establishment to C. B. H. Fessenden and William G. Baker.

Mr. Lindsey held the position through Mr. Lincoln's administration and that of his immediate successor, discharging its duties acceptably to

the government, and particularly so to those who had business with his office. Shipmasters have borne willing testimony not only to his prompt and courteous performance of official duty, but to many acts of kindness and attention, all the more kindly appreciated because rare and unexpected.

Resigning his consulship, he returned to this city, where he spent the remainder of his life in the quiet which he so much loved, with a few companions of his youth and manhood, and in constant fellowship with the books which for years he had been gathering, and whose treasures he thoroughly enjoyed. He died at his home, 46 South Sixth street, April 26, 1889, in his eighty-fifth year. Of a retiring disposition and with small taste for general society, he had a genuine relish for intercourse with his friends, and was able to contribute his full share to its pleasures. He was, in the best sense of the word, a gentleman, honorable, true, kind-hearted, and free from all pretence.

In 1842 Mr. Lindsey was married to Miss Frances Sedwick Watson, of Stockbridge. They had no children. Both are buried at Stockbridge.

"The Mercury," under Mr. Lindsey's management, grew in importance and value, was edited with ability, and enjoyed a wide circulation. For a long time it had no competitor, there being no evening paper, and its close attention to the fullness and accuracy of its ship news, then a most important feature secured for it a generous list of subscribers.

Fessenden & Baker took charge of the paper on the eve of the Civil War, July 15, 1861. Under their direction "The Mercury" advocated at an early day the arming of the enslaved negroes and their emancipation, one of its editorials having the caption, "We must fight them or free them." In the darkest days of the rebellion its leading articles were cheery and hopeful, prophesying progress through a great disaster, and showing unbounded confidence in the final triumph of the nation. Even beyond the circumscribed limits of its circulation it exerted a healthful and conservative influence, for its columns were scrupulously free of anything that would offend good taste or injure public or private morals, and it was vigorous in its advocacy of all real reform. It was persistent in its effort to supplement the loss to the city from the inevitable decline of the whale fishery by the establishment of manufacturing industries.

May 1, 1876, "The Mercury" passed by purchase into the hands of Stephen W. Booth, Warren E. Chase, and William L. Sayer, who until July 1, 1894, under the style of The Mercury Publishing Company, conducted it. Mr. Booth had for many years been in the employ of Fessenden & Baker as clerk and then business manager. Mr. Chase had large experience and skill as a compositor, and Mr. Sayer had graduated with honor from "The Mercury" office as reporter. Young, hopeful, intelligent, industrious and determined to succeed, they kept up the tone of the

paper, and improved its appearance. It was independent of party, its editor, Mr. Sayer, approving or condemning measures without regard to their party origin or support. Mr. Sayer continued as editor until 1894.

In 1894 the ownership of the newspaper property passed to the late George S. Fox, William L. Sayer and Benjamin H. Anthony. When this change was made, Zephaniah W. Pease, who joined the newspaper force as reporter in 1880, became editor, and Arthur G. Luce, who had been a clerk in the business office for several years, became business manager. Both have continued to the present time, although for a period of five years, during which he served as collector of the port, Mr. Pease acted as managing editor and not as editorial writer. Later the firm became incorporated, retaining the name of The Mercury Publishing Company.

During the one hundred and seventeen years of existence of "The Mercury" there have been no less than thirty newspapers printed in the English language established in this city, and all but three have had their obituaries printed. The "Evening Standard" celebrated its fiftieth birthday a few years ago. Seven newspapers, beside "The Mercury," were started during the first half of the nineteenth century, but all fell by the wayside after struggles. One changed its name no less than six times, and its ownership shifted almost as frequently.

"The Evening Standard" and the "Republican Standard," a weekly, were founded by Edmund Anthony in February, 1850. Mr. Anthony was then a veteran journalist, having established several newspapers in Taunton, Massachusetts, including the "Daily Gazette," and for several years publishing "The Bristol County Democrat." "The Standard" is one of the successful journals of the city and the "Standard" plant is a thoroughly modern one both in its mechanical equipment and its facilities for gathering the news. Upon the death of Edmund Anthony, the founder, his sons, Edmund and Benjamin, succeeded him and on January 1, 1891, incorporated under the name of E. Anthony & Sons. The "Standard" now appears every evening and Sunday. It is the oldest evening paper in the city and the only one that has any claim to age.

The "New Bedford Times" was established in 1902 and continues as an evening and Sunday paper.





STANDARD BUILDING.



## CHAPTER XXXVIII.

### Religious Institutions.

The First Congregational Society in New Bedford—In 1708 Samuel Hunt came to the town of Dartmouth, regularly appointed June 8, 1708, by an order of the General Court to establish a Congregational church. He was a graduate of Harvard College and through his labors Congregationalism was given a local habitation and a name. A meeting house was built in 1709 that stood on the old burying ground at the head of Acushnet river. The grave-yard was in use as early as 1711—the date of the earliest marked gravestone. From this church sprang the First Congregational Society in New Bedford (Unitarian), Union street, corner of Eighth, of which Rev. William G. Geoghegan is pastor. The church has had an interesting history, many ministers of note have served the society and its record is a proud one. Another First Congregational Church is located on Acushnet avenue, Lund's corner; the Rev. H. E. Oxnard, pastor.

North Congregational Church—This church was formed by a church council, October 15, 1887, the first officers being chosen May 11, 1809. "Soon an unhappy division began to appear," which resulted in the formation of two churches—one Trinitarian, the other Unitarian. On August 7, 1810, a vote was taken and thirteen of the nineteen active male members separated from it. In 1812 the members who had remained with the society adopted a covenant and installed a pastor, Rev. David Batchelder. These members who were living December 19, 1814, were formally excommunicated, but survived that calamity and saw their number increase. The first church, corner of Purchase and Elm streets, was dedicated June 23, 1813; a Sunday school organized in 1819; church building enlarged in 1826; North Congregational Church was incorporated January 27, 1827, and has gone on to greater and greater usefulness. A fine stone church has long adorned the corner of Purchase and Elm streets, belonging to the church. Rev. Frank E. Ramsdell, pastor.

Trinitarian Church—On November 15, 1831, an ecclesiastical council met at North Congregational Church to organize a new church society. Fifty-nine persons entered their names as members, all but one of them separating from the old North Church. Two days later a meeting of the members of the new church, still nameless and homeless, was held at the home of Charles Coggeshall, but it was not until November 14, 1832, that a pastor was secured, Rev. James Austin Roberts. On February 2, 1832, the church had incorporated as the Trinitarian Church, a new church edifice being dedicated May 17, 1832. The church has wonder-

fully prospered and in spite of fires a handsome stone church, with wonderful windows, stands at the corner of Purchase and School streets, formally excommunicated, but survived that calamity and saw their with a commodious church home building opposite. Rev. Matthew C. Julien, who died in December, 1914, was pastor of this church for over forty years. Rev. Fletcher Douglas Parker is minister of the church.

Methodist Episcopal Churches—Organized Methodism in New Bedford dates from 1817, when the first class was formed, its sixteen members being led by Rev. Benjamin R. Holt, of Sandwich. A regular pastor was secured on July 15, 1820, Rev. Jesse Filmore. The building of a church was at once begun and from this sprang that useful religious body—County Street Methodist Episcopal Church. A Sunday school was organized in 1824. The official members of the church organized "Elm Street Building Association" to erect the church building at the corner of Elm and County streets, which was dedicated May 5, 1859. In 1866 a Christian Association of young men of the church was formed, from which arose the local branch of the Young Men's Christian Association. Rev. Andrew J. Coulter is the present pastor.

Fourth Street Methodist Episcopal Church—In 1831 a number of members from County Street Methodist Episcopal Church withdrew and formed the Fourth Street Church, dedicating a chapel for their use February 4, 1832, Rev. Asa Kent serving the seceders. A separation was effected in 1843 and Fourth Street became a separate church, with Rev. A. U. Swinnerton pastor. The church suffered by the withdrawal of many members living nearer the Allen Street Church, but a newer membership was attracted and the church has prospered materially and spiritually. This church is now known as the Second Methodist Episcopal Church, its building on Purchase street, south of Walnut, Rev. John Pearce now its pastor.

Pleasant Street Methodist Episcopal Church—This is the second church society to spring from County Street Methodist Episcopal Church (formerly known as Elm Street). Church records are missing from 1843 to 1859, but it is known that in 1841-42 a start was made toward establishing a Sunday school in the north part of the town. This resulted in the building known as the Tree Meeting House from the fact that a large sycamore tree stood directly in front and overshadowed the little chapel. The chapel was dedicated in 1843 and was supplied by the presiding elder, prayer meetings and Sunday school being well attended. Separation was mutually agreed upon May 19, 1844, the following May 24 a society being formed known as Pleasant Street Methodist Episcopal Church. The church building is on Pleasant, corner of Sycamore street, Rev. W. S. MacIntire, pastor.

Allen Street Methodist Episcopal Church—This society was formed in the year 1851 by members going with it from the Fourth Street

Church, Rev. Moses Chase, pastor of the Fourth Street Church heading the movement, as he felt there was need of a Methodist Church in the south end of the city. The first church building, at the corner of County and Allen streets, was dedicated January 22, 1852, Rev. George A. Grant, the present pastor of the church.

Other Methodist are Howard Methodist Episcopal Church, corner of Kempton and Rochdale avenue; Rev. F. L. Streeter, pastor. Wesley Methodist Episcopal Church, 229 Phillips; Rev. Orion L. Griswold, pastor. Methodist Episcopal Mission, 909 Brock avenue. First Portuguese Methodist Episcopal Church, organized June 21, 1891, the first Portuguese Methodist church ever formed in the United States; church edifice, 203 South Second street; Rev. William H. Moseley, pastor. Bethel African Methodist Episcopal Church, whose beginning was in 1842, although a cornerstone for a church was not laid until 1855; the church was finished seventeen years later, through the efforts of the "One Object Society" and stands on Kempton street, opposite Chestnut; Rev. D. Ormonde Walker now its pastor. Zion African Methodist Episcopal Church, Elm street, next Cottage, was organized March 5, 1850; the present pastor, Rev. S. W. Weller.

The Primitive Methodists are represented by two societies, the First and South churches. The First Church had its beginning in May, 1889, the organization of a local society of fifteen in June, 1889, resulting from that meeting. In February, 1890, the society was incorporated, their first meetings being held in Howland Chapel. When that was outgrown a building of their own was erected on Weld street, near Pleasant.

South Street Primitive Church is located on County street, near Thompson; is presided over by Rev. Charles H. Kershaw.

Baptist Churches—The First Baptist Church had its beginning June 22, 1813, when persons met at the home of Philip Cannon, Jr., in New Bedford to "consult and conclude on the propriety of uniting in fellowship as a Church of Christ in Gospel order." Articles of faith and covenant were adopted and on June 30 a council met at the house of James Tripp, approved the action taken and recognized the eighteen persons as the "First Baptist Church of New Bedford." Services were first held in a hall on North Second street, near Mill street; the second place of worship on the corner of South Second and School streets, in an old town hall, bought by the society and removed to the site from the Head-of-the-River. An act of incorporation was secured and on April 28, 1828, the First Baptist Society of New Bedford began its corporate existence. A church edifice was completed in 1829 at the present site, William, above Sixth street.

North Baptist Church—On Friday evening, October 17, 1873, thirty members of the First Baptist Church, who had been officially dismissed for the purpose, voted to constitute themselves the North Baptist Church

of New Bedford. The church edifice is located on County street, corner of Merrimac. Rev. Nathan Bailey, pastor.

Other churches of this faith in the city are: Elm Baptist, Middle, near County; Pastor, Rev. Antone A. Anderson. French Baptist Church, 186 Cedar street; Rev. Paul N. Cayer, pastor. Immanuel Baptist, Acushnet avenue, corner Nash road; Rev. Vel Anderson, pastor. Portuguese Baptist Mission, Thompson, corner of Crapo; Rev. F. C. B. Silva, pastor. South Baptist, Brock avenue, opposite Mott street; Rev. Charles H. Cook. Union Baptist, corner Cedar and Court.

The Society of Friends—The first recorded evidence of the existence of an organized body of Friends is found in an agreement and a list of subscribers to the erection of a meeting house at Apponagansett, in the year 1698. The signers were among the leading citizens of the town of Dartmouth at that time and descendants are yet numerous in the section the meeting covered.

For nearly a hundred years the Dartmouth Monthly Meeting was supreme in the section, New Bedford Monthly Meeting being found in December, 1792. The meeting house of the society is on Spring street, between South Sixth and Seventh. Ministers, William Thompson and Susan T. Thompson.

Grace Protestant Episcopal Church—On October 2, 1833, a meeting was held in Mechanics Hall when the first steps were taken toward the formation of a Protestant Episcopal church in New Bedford. At a meeting held November 12 following, the name Grace Church was adopted, and on December 15, 1833, the first Sunday service was held and on July 30, 1835, a wooden church of Gothic style was erected. The cornerstone of the present structure, corner of County and School streets, was laid on September 11, 1880, the eminent Rev. Phillips Brooks assisting. The church was consecrated in October, 1882. In its tower is the first chime of bells ever brought to New Bedford. The present rector is Rev. Harry Beal.

St. James Protestant Episcopal Church was founded in the spring of 1878 by members of Grace Church, who were employees of the Wamsutta Mills, their homes being in that section and remote from Grace. The first service was held in a shed on Purchase street, near the mills. Wamsutta muslin, cloth and calico covering the unsightly portions, a borrowed parlor organ and an extemporized choir furnishing the music, Rev. C. H. Proctor, a young divinity graduate, officiating. On March 28, 1878, articles of association were drawn up and the name St. James adopted. On Easter Day, April 21, the parish received its legal organization and title and Mr. Proctor was instituted rector, and Tuesday evening, on December 24, 1878, service was first held in a new church edifice, although the building was not entirely completed. The church is located on County street, corner of Linden. Rev. Ivan C. Fortin, rector.

St. Martin's Protestant Episcopal Church—This church is an outgrowth of a Sunday school which developed into Olivet Mission, and was originally established to meet the religious needs of the English people of the south end. A stone church was begun June 1, 1891, consecrated, and a first service held April 16, 1892. This church is located on County street, corner of Rivet street. Rev. Raymond H. Kendrick, rector.

St. Andrew's Protestant Episcopal Church is located on Belleville road, near Acushnet avenue. Rev. H. E. Edenborg, rector.

The First Presbyterian Church—The first services for Presbyterians in New Bedford were held in Howland Chapel, October 17, 1886, and a church organization effected by a commission of the Presbytery of Boston, April 6, 1887. Rev. W. Howell Buchanan was installed pastor May 10, 1887, he having been placed in charge of the work of organization. The Sunday school was organized February 6, 1887. The church edifice stands at No. 523 County street. Rev. J. Edward Grant, pastor.

North Christian Church—Old North Christian Church, corner of Purchase and Middle streets, is one of the landmarks of New Bedford, having stood since 1833. The founders of the society were formerly members of the Baptist Church in Dartmouth and were constituted a Christian church January 25, 1807, a church edifice having been built on Middle street at the head of Sixth in 1805. The first settled minister, so far as the records show, was Elder Benjamin Taylor, who began his labors in 1812. There were local troubles in the church and on March 14, 1833, a reorganized church was incorporated under a charter from the General Court and the old North Church erected. The present pastor is Rev. Frank H. Peters.

Middle Street Christian Church was formed by seceding members from North Christian Church in 1828, nine members withdrawing. In 1834 they moved to the church on Middle street vacated by North Christian congregation, when they moved to their new church, corner Purchase and Middle. There many changes were made in the building, the vestry being arranged with particular regard for the needs of Sunday school and prayer meetings. The church no longer used by the society is now occupied by the African Methodist Episcopal Church.

South Street Christian Church—This society was constituted a Christian church in September, 1852, although a church was dedicated on Bonney street, near Sherman, June 9, 1852, Rev. George H. Eldridge the first regular pastor.

Spruce Street Christian Church—As an outgrowth of a meeting held April 26, 1859, Mission Sunday School was begun with fifteen scholars, of which George W. Parker was superintendent. A chapel was built and other property acquired, which in 1867 was presented to the society,

which had incorporated as the Spruce Street Mission Society. In 1868 a pastor was settled and in June 1869 it became an organized church.

Advent Christian Church—In the spring of 1840 William Miller, of New York, delivered several lectures in New Bedford on "The Second Coming of Christ," fixing the date of his coming between March, 1843 and March, 1844. These lectures were held in North Christian Church and found supporters among other churches, about twenty withdrawing from their former church connections and formed a congregation which as Advent Christian Church, in 1879, erected a church on Foster street.

The Second Advent Church is located on Sycamore street, corner of Emerson. Rev. Willis G. Brown, pastor.

Seventh Day Adventist Church is at the corner of Willow and Bullock streets. F. H. Tripp, elder.

The First Church of Christ (Scientist)—This church, a branch of the mother church, the First Church of Christ (Scientist), Boston, Massachusetts, was the outgrowth of the devoted labor of James E. Brierly, C. S. D. (teacher). The little Bible school he formed in January, 1887, has grown to be a strong church organization with a permanent congregation which fills the church on County street, corner of Mill, dedicated August 27, 1916. A reading room, open to all, is maintained in the book-store building on Union street, where authorized Christian Science literature may be read, bought or borrowed. Mrs. Ella F. Hillman, C. S., is first reader, elected in September, 1917, for a term of three years, succeeding Mrs. Alice B. Taber, C. S.

The Universalist Church—While missionary preachers of the Universalist faith came to New Bedford at infrequent periods, the first clergyman named in any society record was Rev. Alanson St. Claire, who was present at a meeting held in the old town hall, November 2, 1833, to organize a church society and was chosen on the committee to draft a constitution. An organization was effected and officers elected January 6, 1834, but no further record appears. On April 19, 1836, a meeting was held for the purpose of forming a Universalist Society. At that meeting a constitution was agreed upon and a warrant issued to call a meeting at which organization would be completed. A house of worship was erected at the southeast corner of Fifth and School streets, which was sold in April, 1849, thus canceling all debts incurred in its erection. Rev. Hiram Van Campen began ministrations as pastor November 30, 1851, reorganized the church and organized a Sunday school, giving way two years later to engage in secular business. Rev. B. V. Stevenson became pastor February 18, 1854, and on August 15, 1855, the church on William street, near Eighth, was dedicated free from debt. A distinct church organization was effected in October, 1855, the legal corporation title being the First Universalist Society of New Bedford. Rev. Frederick H. Wilmot is the present pastor.

Roman Catholic Churches—The first house of worship built in New Bedford for Catholics was erected in 1820 on Allen street, Bishop Cheverns, of Boston, dedicating it in 1821. The church served its purpose for nearly thirty years, then was discarded and the old Universalist church, corner of Fifth and School streets, was purchased in 1849 and the parish was settled under the patronage of St. Mary. In course of time the congregation of St. Mary's increased so much in numbers that more commodious accommodations became a necessity. Father Henniss, then pastor, bought land at the corner of County and Hillman streets, which was fully paid for and a building fund started when Rev. Laurence S. McMahon came to the church in 1865. In May, 1866, ground was broken for a new edifice, the cornerstone laid the following November, the title for the new church being that of the patron saint of the pastor, St. Lawrence, the Martyr. The patron saint of the greater number of the parishioners, St. Patrick, was chosen as the protector of the chapel connected with the church. The church edifice was finished and dedicated in 1870, the chapel having been finished in 1868 and dedicated in 1869. Rev. Hugh J. Smyth is the present pastor.

St. James' Catholic Church—On January 8, 1888, Rev. Father Smyth, pastor of St. Lawrence Church, announced to his congregation that a new parish would be set off from the existing one and would be constituted of those Catholics living south of Madison and Hawthorn streets. Mass was first celebrated in the new parish January 15, 1888, Father James F. Clark, in St. Mary's School building. A tract of two acres, corner of County and Rockland streets, was soon purchased and a granite church was finished, in which the first mass was celebrated on Sunday, May 15, 1892. The present pastor is Rev. Henry Noon.

While for several years St. Lawrence Church had jurisdiction over all New Bedford and vicinity, the rapid growth of Portuguese and French-Canadian communities soon demanded priests of their own nativity. The many Portuguese Catholics, some 800, prior to 1869 worshipped at St. Mary's Church. Father Noya, a Portuguese priest, came from the Azores in 1867, but he had hardly begun his work among his countrymen when death claimed him. In 1869 Rev. Joao Ignacio da Incarnacio—Father John Ignatius—was stationed as priest, the use of St. Mary's being given them for several years. The patron saint chosen was St. John the Baptist, the church yet bearing that name. With the aid of English-speaking Catholics, Father Ignatius was able in 1874 to break ground for the erection of a church at the corner of Wing and Fifth streets. The cornerstone was laid September 27, 1874, and on June 27, 1875, the Sunday following the feast of St. John the Baptist, the church was dedicated. The present pastor is Rev. Christiano J. Borges.

Church of the Sacred Heart—In the few years following 1870 the French Catholic members of St. Lawrence parish were ministered to by

French priests, assistants of Father McMahon, at the mother church. But the need of a French parish was imperative and in August, 1876, the cornerstone of the church at the corner of Ashland and Robeson streets was laid and the church dedicated in January, 1877. Rev. O. Valois is the present pastor.

St. Hyacinthe Church—This is also a French parish set off in 1887, comprising at first one hundred families, ministered to by priest from Sacred Heart parish. Later the church on Rivet street, west of County street, was built. The present pastor, Rev. Arthur Savoie.

Other Catholic churches of the city are: Church of the Immaculate Conception, 1238 Acushnet avenue. Holy Rosary, Acushnet avenue; Henry J. Mussley, pastor. Mt. Carmel, Rivet, corner of Bonney street; Rev. Antonio P. Viera, pastor. Our Lady of Perpetual Help, Front, near Coggeshall street; Rev. Hugo Dylla, pastor. St. Anne's, Ruth, corner of Brock avenue; Rev. E. T. Giguere, pastor. St. Anthony, Acushnet avenue, corner of Bullard; Rev. L. A. Marchand, pastor. St. Boniface, Coggeshall, corner of Purchase street; Rev. Nicholas Fett, pastor. St. Hedwig's, Delano, corner of South Second street; Rev. Francis A. Mrozinski, pastor. St. Joseph's, Acushnet avenue, corner of Duncan; Rev. Jovite Chagnon, pastor. St. Killian's, Davis, corner of Bowditch street; Rev. James J. Brady, pastor. Church of the Holy Name, County, corner of Dudley; Rev. James F. Coffey, pastor. Our Lady of the Assumption, 368 South Water street; Rev Arnold De Rijcke, pastor.

Other Churches—Unity Home, 99 Tallman street; W. E. Wood, pastor. Cannonville Chapel, Kempton, corner of Rochdale avenue. Church of God and Saints of Christ, Middle, near Cedar street; Rev. Howard L. Chase, pastor. City Mission, Dennison Memorial building; Rev. C. F. Hersey, missionary. Clifford Union Chapel Association, Acushnet avenue, near Braley road. First Spiritual Harmony Church, 1656 Purchase street. Jewish Synagogues, 51 Howland street and 334 First street; Leauatti Hatzedeck. Home Gospel Mission, rear of 332 Kempton. New Church Society (Swedenborgian), Cornell Hall, 736 Pleasant street; Rev. Fred S. Mayer, pastor. Pentacostal Church of the Nazarene, corner Kempton and Cottage streets; Rev. Theodore E. Beebe, pastor. Rockdale Free Chapel Association, Hathaway road. Salvation Army Barrack, 279 Acushnet avenue; Alfred Ayres, adjutant Salvation Army Industrial Home, 10 Spring street; Norman Craik, captain. Seamen's Bethel, 15 Bethel street; Rev. Charles S. Thurber, chaplain. Shawmut Church.

Missionary, Benevolent and Charitable Organizations—Organized mission work in New Bedford began as early as 1826, when a religious tract society was formed, composed largely of members of the North Congregational Church; its first president, Joseph Bourne; the first secretary, Charles Moggridge.





SEAMEN'S BETHEL.

Other organizations contemporary with the above, having various phases of city mission work at heart and accomplishing a great deal of good; mission Sunday schools have been conducted, services held and evening schools maintained. Through the exertions of Edward S. Cannon money was raised and a chapel erected on South Water, near Leonard street, that was long a rallying point. The society managing the affairs of the chapel was incorporated and reorganized February 1, 1868, under the name of the New Bedford Ladies' City Mission. The mission is maintained through the interest of several churches, being non-sectarian. The monthly meetings of the society are held in Trinitarian Church Home.

The Seamen's Bethel is a child of the New Bedford Port Society, and both were organized with the welfare of mariners as their main purpose, the second article of the constitution of the Port Society reading: "The object of this society shall be to protect the rights and interests of seamen and to furnish them with such moral, intellectual and religious instruction as the board of managers shall deem practicable." To forever settle the non-sectarian character of the institution and forestall any dissension among the members who were drawn from different denominations, the following resolution was adopted at the first annual meeting: "Resolved, That as the society is composed of different denominations, the form of worship in the seamen's chapel about to be built shall not be exclusively under the control of any sect." The society was incorporated under a special act passed February 15, 1832, Samuel Rodman, Jr., being the first elected president. The first chapel was erected in 1831 on what is now Bethel street at a cost of \$5,000. The chapel was dedicated and the Bethel flag first flung to the breeze May 2, 1832. The first regular chaplain was Rev. Enoch Mudge, who began his labors April 27, 1832, and served faithfully for twelve years. In January, 1851, Sarah Rotch Arnold presented to the society the mansion of her deceased father, William Rotch, Jr., for a Mariners' Home, that gift followed by a bequest of \$10,000 upon her death in 1860. In 1866 the Bethel was partially destroyed by fire, but was rebuilt and reopened July 26, 1867. At one time the shipping merchants of the port paid a voluntary tax to the society on their tonnage, realizing its special benefit to seamen, for whose service it was dedicated. With the decline of New Bedford as a port of entry, the society became more general in its character as mission, as at present. Rev. Charles S. Thurber, chaplain.

The ladies' branch of the Port Society was formed June 12, 1833, Mrs. James A. Arnold the first president. As in all church and charitable work the ladies have been the main stay and support of the society, one fair they held in 1861 netting the handsome sum of \$1,800, one-half of which was at once applied to extinguish a debt upon the Bethel. They also maintained a clothing store for seamen for about four years and

went in and out among the families of absent seamen, seeking to help and aid those who were in need of a friend. Elizabeth H. Swift is president.

Another organization of worthy motive and usefulness is the Union for Good Works, organized in 1870, its object "to good and grow better." It cares for the poor, aids them to become self-reliant and self-supporting, provides reading, rest, reception and amusement rooms at No. 12 Market street, gives popular entertainments in the winter season and fills a most useful place in city life. Under the will of James Arnold, who died in 1868, \$100,000 was left in charge of three trustees, the income to be used to aid New Bedford's poor. Of this amount the union receives about three-fourths of this income annually, dues, membership assessments, legacies and gifts forming the other sources of revenue. The officers are chosen annually.

St. Luke's Hospital—This is one of New Bedford's private charities, incorporated in 1884, having at first fifteen beds, now grown to an institution having one hundred and seventy-five beds, with a training school for nurses, graduating a yearly class. The buildings are located at the corner of Page and Allen streets.

St. Joseph's Hospital—This institution is under the control of the Sisters of Mercy. The hospital, located on Pleasant street, corner of Campbell, was opened in 1872.

The Association for the Relief of Aged Women—The object of this association is "to furnish assistance and relief to respectable aged American women of New Bedford." A number of New Bedford women organized the association under the general laws of Massachusetts in 1866 and annual several thousands of dollars reach the objects of the association's care.

The New Bedford Home for the Aged, No. 396 Middle street, was incorporated January 20, 1902.

Other organized bodies of public usefulness and benefit are: New Bedford Dorcas Society, organized January 3, 1831. New Bedford District Nursing Association, 202 Coffin building; Mrs. Jireh Swift, president. New Bedford Day Nurseries, 16 Howard street and 208 County street; Elsie Swift, president. New Bedford City Mission, organized in 1846; Betsey B. Winslow, president. Dispensary, 755 First street; open daily, except Sunday. New Bedford Children's Aid Society, No. 12 Market street; Dr. Anna W. Croacher, president. New Bedford Branch, Massachusetts Society of Prevention of Cruelty to Children, No. 12 Market street; James P. Doran, president. Charity Organization of New Bedford, No. 12 Market street; Frederick H. Taber, president. Annual Rescue League, 36 Hillman street; Edward Stone, manager.

The Young Men's Christian Association—The credit of being the first man to take steps toward founding a Young Men's Christian Association belongs to George Williams, a young man just under legal age in

1841, when while a clerk in the dry goods store of Hitchcock & Company, London, he gathered eighty fellow clerks for prayer and Bible study in the bedrooms on the premises after work for the day was over. From this came the first Young Men's Christian Association formed anywhere in the world, the date of organization, June 6, 1844. The first association in the United States was organized in Boston, December 29, 1851, followed the same year by the formation of associations in New York, Buffalo, Washington, Baltimore and New Bedford, the life of the last named being a brief one. The spirit of the movement was revived by the formation of the Young Men's Christian Association of the County Street Church, the result of a meeting held in the vestry of the County Street Methodist Episcopal Church, April 21, 1867, followed by organization May 6. The founders of this association, in their unwisdom, limited membership to those belonging to County Methodist Episcopal Church, but on September 5, 1867, it was voted to eliminate that clause and change the name to that of the Young Men's Christian Association of New Bedford, and admit any young man so long as he was a member of some church. After temporary homes in different buildings, the association began making efforts to secure a permanent home, in keeping with the importance of the work in which they engaged. The New Bedford Young Men's Association was incorporated in September, 1882, the constitution and by-laws in conformity with true association ideas. The cornerstone of the present brick building, Sixth and William streets, was laid on Monday, October 6, 1890, and the building first occupied December 28, 1891. The first general secretary was W. P. Webster, who assumed his duties in January, 1880. Charles Mitchell, president; William H. Chapin, general secretary. It is one of the forces for good in the community whose value cannot be overestimated. The Woman's Auxiliary is an important aid to association work. Mrs. Cynthia Caldwell, president.

The Young Women's Christian Association, Mrs. Annie C. Howland, president, has its building and headquarters at No. 66 Spring street. Ruth R. Hawking, general secretary. This association, similar in its aims and objects and general plans of work to the men's association, is equally abundant in resulting good.



## CHAPTER XXXIX.

### The Public Schools.

School Board (1917)—Charles S. Ashley, mayor, chairman, *ex-officio*. Clarence A. Cook, vice-chairman. Term expires January 1, 1918—Anna W. Croacher, 325 Pleasant street; Napoleon Beaulieu. Term expires January 1, 1919—Edward W. Sherman; Samuel F. Winsper, City Manufacturing Company. Term expires January 1, 1920—Clarence A. Cook; Joseph Eccleston.

Secretary and Superintendent of Schools—Allen P. Keith.

Inspector of School Property—Daniel H. Ferguson.

Board of Trustees of Industrial School—Edgar B. Hammond, chairman. Allen P. Keith, secretary. Term expires February, 1918—Frank S. Tripp, Napoleon Beaulieu, W. S. Davenport. Term expires February, 1919—E. B. Hammond, C. T. Bosworth, Caroline H. Wilson. Term expires February, 1920—Anna W. Croacher, William Ritchie, Patrick Sweeney.

Location of School Buildings—High School, County street, head of William street.

Grammar—Parker Street, Parker street, near County street. Hosea M. Knowlton, corner County and Coggeshall streets. Middle Street, Summer street, between Elm and Middle streets. Allen F. Wood, corner Pleasant and Russell streets. Robert C. Ingraham, Rivet street. James B. Congdon, corner Hemlock and Thompson streets.

Mixed—Harrington Memorial, corner Court and Tremont streets. Abraham Lincoln, Bowditch street. Betsey B. Winslow, corner Allen and Brownell streets. John H. Clifford, Coggeshall street. Thomas Donaghy, South street. William H. Taylor, Brock avenue. Thomas R. Rodman, Mill, corner Rockdale avenue. Jireh Swift, Acushnet avenue, near Lunds Corner. Katharine Street, Katharine street, between Orchard and Bonney streets.

Primary—Phillips Avenue, Phillips avenue, corner of Bowditch street. Cedar Grove Street, Cedar Grove street, near Acushnet avenue. Clark Street, Clark street, corner of Myrtle street. Merrimac street, Merrimac street, corner of State street. Mary B. White, corner Pleasant and Maxfield streets. Horatio A. Kempton, Shawmut avenue, near Maitland street. Cedar Street, corner Cedar and Maxfield streets. Sylvia Ann Howland, corner Pleasant and Kempton streets. Thomas A. Greene, corner Purchase and Madison streets. Acushnet Avenue, Acushnet avenue, near Grinnell street. Thompson Street, Thompson street, corner of Crapo street. Isaac W. Benjamin, Division street, between Acushnet avenue and Second street. Dartmouth Street, corner Dartmouth and Hickory streets. George H. Dunbar, corner Dartmouth and Dunbar streets.

Suburban—Plainville, Plainville road. Rockdale, Hathaway road. Open-air School, Sassaquin Sanatorium.

Portables—Portable, 1 Middle street. Portable, 3 Parker street. Portable, 1 South street. Portable, 1 Thompson street. Portable, 3 Division street. Portable, 1 Dunbar street. Portable, 1 Acushnet avenue. Portable, 1 Madison street. Portable, 1 Coggeshall and Bowditch



HIGH SCHOOL.



SWAIN FREE SCHOOL.



streets. Portable, 1 Clark street. Portable, 3 Phillips avenue. Portable, 1 Coggeshall and County streets. Portable, 1 Howland School. Portable, 1 Sassaquin Sanatorium.

The appropriation for schools in 1917 was \$558,000. In addition to the schools wholly maintained by the city are private and parochial schools, including the Swain Free School of Design, Friends' Academy, the New Bedford Textile School and the New Bedford Industrial School. A part of the expense of the latter two schools is borne by the State.

A contract has been awarded to the B. F. Smith Company for the erection of a new one-story school house on the lot bounded by Hathaway, Diman and Earle streets and Belleville avenue. This construction will cost \$166,953, without furnishings. The work will be completed about January 1, 1918.

School Department—The school board consists of six members, and mayor chairman, *ex-officio*. The board room and superintendent's office, 166 William street. Open 8:30 a. m. to 4:30 p. m., except Saturdays; on Saturdays, from 8:30 to 11:00 a. m., 2:00 to 4:00 p. m. Regular meetings of board, second and last Fridays in each month at 8:00 p. m., excepting July and August. In July and August on last Friday.

Calendar (1917-1918)—Terms: Spring term begins February 5, 1917, ends June 29, 1917; fall term begins September 5, 1917, ends February 1, 1918. Vacations: Spring vacation, one week, beginning April 2, 1917; summer vacation, beginning June 29, 1917; Christmas vacation, two weeks, beginning December 24, 1917. Holidays: Washington's Birthday, February 22; Patriots' Day, April 19; Memorial Day, May 30; Columbus Day, October 12; from Wednesday noon before Thanksgiving, the remainder of the week.

School Sessions—High School: 8:30 a. m. to 1:15 p. m. Grammar and Manual Training Schools: Morning session 9:00 to 11:45 o'clock; afternoon session, 1:30 to 3:45 o'clock, without recess. Primary and Kindergarten classes: Morning session at 8:45 to 11:45 o'clock; afternoon session, 1:30 to 3:30 o'clock; recess in these classes for every pupil, fifteen minutes in the forenoon, ten minutes in the afternoon, as near the middle of the session as practicable. In all other classes the sessions are prescribed by the superintendent, subject to the approval of the board.

The foregoing facts constitute the framework around which has been built a wonderfully efficient system of public instruction. The school report for the year ending June 30, 1916, thus enumerates:

School organization:

High school .....	1
Grammar schools .....	6
Mixed schools—Grammar, Primary and Ungraded.....	9
Primary schools .....	14
Suburban schools .....	2
Fresh Air schools .....	2

Conservation of Eyesight school .....	1
Cooking schools .....	3
Manual Training schools .....	4
	<u>42</u>

## School buildings:

Permanent schoolhouses .....	34
Portable schoolhouses .....	20
	<u>54</u>

## Teachers and principals (whole number in service, January, 1917):

High school: 47 teachers, 1 clerk.....	48
Elementary schools .....	359
Special teachers and assistants .....	28
School nurses .....	3
Evening High school .....	14
Evening Elementary schools .....	86
Total.....	<u>538</u>
Enrollment of pupils .....	1915      1916
Average membership .....	16,256      17,100
Average daily attendance .....	13,176      13,754
	increase      increase
	578      844
	396

Other Schools—Friends' Academy, located west of County street, between Morgan and Elms streets, a day school for boys and girls. Its history dates from the year 1810, when William Rotch erected a building on the southeast corner of County and Elm streets, which became known as Friends' Academy, and served two generations prior to 1860, when the building was sold and removed. A charter was secured February 29, 1812, and the old building used until 1860, when a new structure at No. 25 Morgan street was completed and the old building moved away to be used as a tenement. The school has always maintained a high reputation and within its walls many men of eminence in New Bedford during the past century received their education entirely or in part.

The Swain Free School of Design—On the ocean washed island of Nantucket, William W. Swain was born January 20, 1793, a man whose life was to have a most important bearing on the lives and fortunes of many of New Bedford's sons and daughters. In 1800 the Swain family moved to New Bedford, where William W. Swain married October 27, 1818, Lydia Russell, daughter of Gilbert and Lydia Russell. They were the parents of two sons, one dying very young, the other, Robert, born February 21, 1823, died in Harrisonburg, Virginia, June 15, 1844, an invalid from his ninth year, but a graduate of Phillips Exeter Academy and Harvard College. It was the death of the son that turned the desolated hearts of the parents to thoughts of how best they could use the wealth that would have been his. Mr. Swain died September 20, 1858. Mrs. Swain died December 25, 1878, aged eighty-five. He left property

and money for founding a school, which his will thus described: "My hope is that the provision herein made will be sufficient for establishing and supporting a school of high character, where the pupils may receive a thorough education upon the most liberal and enlightened principles free of any charge of tuition. My intention is that the school shall never be in any form or degree exclusive, either religiously or politically, but open for the admission of all whose good character and condition entitle them to share in its benefits, and of this the trustees are to be the sole judges."

The Swain Free School was incorporated March 18, 1881; opened as a classical school October 25, 1882. Later the school became the Swain Free School of Design, with courses in general art, design, normal art, arts and crafts, architecture, jewelry and metal, ceramics, painting, sketching and modeling. A related organization is the Atelier Swain, the Society of Beaux Arts Architects, New York City and the Swain Art Club.

Harry A. Neyland, director and head of the faculty, is an artist of note, whose work has been highly commended by the metropolitan press.

New Bedford Textile School—The Legislature of the Commonwealth of Massachusetts, in the act under which the trustees of the New Bedford Textile School were incorporated, gives as the purpose of the incorporation that of establishing and maintaining a textile school for instruction in the theory and practical art of textile and kindred branches of industry. The school went into operation in 1899 and the first class was graduated in 1900. The regular courses were at first one year in length. This continued for several years, but these were afterward lengthened and now the regular diploma courses are three years long. Special courses of shorter length are arranged, however, for students for which certificates are granted.

Since the school was opened, over seven thousand students have attended the school and received instruction in courses of various lengths. Of these, two thousand, one hundred and fourteen have been awarded diplomas or certificates. Reports received from them show that the knowledge acquired in this school has proved of great benefit to them in securing more rapid advancement in the industry than would have been possible without such instruction. Employers and employees both unite in testimony as to the value of the textile schools in promoting the efficiency, broadening the scope of opportunity, and securing advancement in the cotton mills and allied industries to those who have had the advantages offered by them.

Officers of the corporation for the year 1917:

President—William E. Hatch.

Treasurer—Frederic Taber.

Clerk—James O. Thompson, Jr.

Trustees—On behalf of the Commonwealth of Massachusetts: William E. Hatch; Abbott P. Smith, director Butler, New Bedford Cotton, Quissett, Soule and Taber Mills. *Ex-officio* on part of the City of New Bedford: Hon. Charles S. Ashley, mayor; Allen P. Keith, superintendent of schools.

Trustees at Large—Lewis E. Bentley; George E. Briggs, director Whitman Mills; Charles O. Brightman; William A. Congdon, agent Whitman Mills; Hon. W. W. Crapo, president Acushnet, Potomska and Wamsutta Mills; William O. Devoll, treasurer Potomska Mills; Charles O. Dexter, agent Beacon Manufacturing Company; John Duff, president Soule Mill, and director Bristol Mill; Thomas F. Glennon, agent Quissett Mill; Charles M. Holmes, treasurer Holmes Mill and Gosnold Mill; N. B. Kerr, vice-president Butler Mill, and director New Bedford Cotton Mill; Edward O. Knowles; John Neild, agent Neild Mill; Hon. David L. Parker, director Pierce and Potomska Mills; Hon. Samuel Ross, secretary Mule Spinners' Union; John Sullivan, agent of Taber Mill; Frederic Taber, president Taber Mill, New Bedford Safe Deposit and Trust Company, and New Bedford Coöperative Bank; James O. Thompson, Jr., agent New Bedford Cotton Mills; William A. Twiss, superintendent Kilburn Mill; Samuel F. Winsper, superintendent City Mill.

Mosher Home Preparatory (29 Arnold Place)—Prof. Charles E. E. Mosher, principal until his death. A well-known and useful institution of the city for many years.

Herrick's Institute of Civil Service—Henry B. Herrick, manager, 135 Middle street.

Benton's Business School—Charles E. Benton, Ph. B., principal and proprietor, 105 William street.

Kinyon's Commercial School—Odd Fellows' Building, corner William and Pleasant streets.

The Caswell School of Shorthand was established by Emma A. Caswell, a court reporter of highest ability. This school, founded in 1892, was conducted by Mrs. Caswell until her death in 1903, and is yet maintained as a private school of shorthand by her daughter, Mrs. Carrie C. Sweet, at Room 32, Masonic Building.

Vocational School of the City of New Bedford—This wonderful trade school is supported by the city and is absolutely free to all residents of New Bedford city. So long as its management is satisfactory to proper commonwealth representatives, the State of Massachusetts will reimburse the city to the extent of one-half the annual cost of the school. The school was established under the following ordinance:

Ordered:—That an independent industrial school be and is hereby established, to be in charge of a board of trustees to be elected by the school committee, who shall provide and maintain such school for the instruction in the principles of agriculture and the domestic and mechanic arts, as permitted in Chapter 505 of the Acts of 1906, as supplemented by Chapter 572 of the Acts of 1908, and for evening courses in such subjects for the benefit of persons already employed in trade; and if deemed expe-

dient by the said trustees, for the instruction in part-time classes of children between the ages of fourteen and eighteen years who may be employed during the remainder of the day.

Such school shall be approved by the Commission on Industrial Education of the Commonwealth as to location, courses, and methods of instruction, before any money appropriated by the city for the maintenance of said school shall be expended, and all appropriations shall be expended with the approval of said commission.

And the said board of trustees shall so conduct said school and do all things that may be necessary to entitle the city to be reimbursed by the commonwealth the proportion of expense so incurred in the manner and amount provided by law.

October 22, 1908. Adopted in concurrence.

October 23, 1908. Presented to and approved by the mayor.

The school was opened in the old George L. Brownell carriage manufacturing plant and has developed into a most valuable vocational school, with a machine department, George W. G. Poole, head; carpentry department, Oliver H. Gardner, head; power department, H. Percy Arnold, head; electrical department, Ernest F. Lawrence, head; home-making department, Elizabeth C. Jenkins, head. There are special evening classes in the machine, power, electrical, paper-hanging and plumbing departments, and in the home-making department in sewing, millinery and cooking. Under the State law all evening instruction in this school must be in trade extension courses and can be taken by those men over seventeen years of age, who are employed during the day in the occupation for which they desire instruction. The various departments are well equipped, the machinery, furniture, apparatus, tools and supplies of the machine department inventorying \$18,686.95; the carpentry department, \$3,006.86; the power department, \$10,099.18; the electrical department, \$3,481.39; the home-making department, \$4,083.71. The figures are up to December 1, 1916. The enrollment at the same date was:

Boys' Day School—full-time pupils .....	88
Boys' Day School—part-time pupils .....	16
Girls' Day School—full-time pupils .....	39
Girls' Day School—part-time pupils .....	71
Men's Evening School pupils .....	100
Women's Evening School pupils .....	344
	757

Cost of school from December 6, 1915, to December 4, 1916:

Equipment Items:	
Rent .....	\$3,250.00
Equipment and Tools .....	1,102.95
Maintenance Items:	
Salaries and Labor .....	\$31,131.97
Fuel, Water, Gas and Electricity .....	2,289.13
Office, Janitor and Class Room Supplies .....	2,573.43
Material for Shops .....	7,225.37
Repairs and Replacements .....	1,319.03
Total.....	\$48,801.88

N. B.—20

One-half of net maintenance cost, paid by the State.....	\$16,245.65
Tuition receipts, from non-residents.....	4,895.55
Cash .....	2,893.05
	<hr/>
Net Cost to City.....	\$24,047.63

In the machine department the aim is to give solid, all-round trade training to the boy who can complete the full course. The instruction is so arranged, however, that if only a part of the course can be completed, training on definite lines and for efficiency in the operation and care of one type of machine can be assured.

In the carpentry department the equipment is ample for forty-five pupils, each boy having a bench and set of tools. Boys who complete the course in this department secure a good apprenticeship training as house carpenters or pattern-makers. Boys who can complete only a part of this course are taught the proper care and use of tools, to lay out their work and figure the stock required and to realize the value of personal effort and attainment. A small number of boys are allowed to specialize on pattern-making, as there is a growing demand for this class of wood-workers at this time.

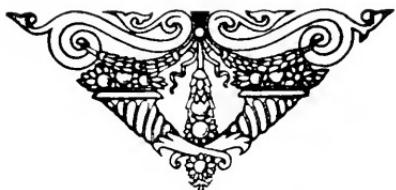
On entering the power department a boy is made assistant fireman; he is taught to make and keep a good fire, weigh and make a record of the amount of coal burned, ashes taken out, and volume of water evaporated; he learns to handle injectors, pumps, traps, and other necessary fireroom apparatus, and to be accurate and reliable in his work. Thorough instruction in installing steam, gas and water pipes is also given in this department. Each boy is properly prepared for all the duties of an assistant fireman before the close of his second year.

A boy completing the full course in the electrical department should be able to render satisfactory service as operating assistant on central station maintenance and repairs, in the handling of switchboards, and the keeping of necessary log sheet records; also to install and keep in continuous service electric motors and generators, light, telephone, and bell circuits, and have a general knowledge of storage batteries and magnetos. He should be able to make necessary calculations and drawings to show proposed work which may be given him to do.

In the home-making department the aim is to develop a course that makes the hands of the girls skillful in cooking, cleaning, sewing, millinery, and the home care of the sick, and at the same time, constantly turns their minds towards responsibilities that they are already old enough to share with their mothers at home. It has, therefore, present use, though its aim is to make the girls intelligent and idealistic in their own later home-making.

Faculty—Arthur S. Allen, director; Russell B. Leonard, head of related work; G. Tappan Little, instructor of related work.

Parochial Schools—Angel Guardian, Acushnet avenue, corner of Logan. Holy Family, County street, near North. The Sacred Heart, No. 45 Robeson street. St. Anthony's. St. Hyacinth, Rivet street. St. John the Baptist De La Salle, West French avenue, corner of Brock avenue. St. Joseph's, Linden street, corner of State. St. Killian's, Earl street, corner of Bowditch. St. Mary's, Acushnet avenue, corner of Wing street.



## CHAPTER XL.

### Free Public Library.

Instituted August 16, 1852. Established March 3, 1853; 160,000 volumes. Open 9:00 a. m. to 9:00 p. m. week days; reading room open 2:00 to 9:00 p. m. Sundays and holidays. New library building occupied December 1, 1910. Branch reading rooms: Branch library, Weld street; ward room, Blackmer and South Water streets; over police station, corner Kempton and Cedar streets.

Board of Trustees—Board consists of nine members, three *ex-officio*, and six elected by city council in convention, two annually, in April. Term of elected members, three years. No salary. *Ex-officio* members: The mayor, Charles S. Ashley; president of common council, Harrison T. Borden; president of board of aldermen, Alderman Clifton W. Bartlett. Elected members: Samuel F. Winsper, elected April, 1915, term expires 1918; Frank A. Milliken, elected April, 1915, term expires 1918; Charles M. Holmes, elected April, 1916, term expires 1919; Francis M. Kennedy, elected April, 1916, term expires 1919; Abbott P. Smith, elected April, 1917, term expires 1920; Otis S. Cook, elected April, 1917, term expires 1920. President of board, the mayor.

Librarian—George H. Tripp.

Cataloguer—Anna M. DeWolf.

Assistants—Clement L. Yaeger, Josephine A. Merrick, Anna W. Cleveland, Edith H. Cobb, Grace D. Sherman, Minerva F. Maxfield, L. Gertrude Wilcox, Mary A. Chase, Jane E. Thuman, Jane E. Gardner, Louise C. Tourtellot, Ellen F. Dollard, Edith H. Brodhead, Marion Briggs, Ethel Wilcox, Alice H. Tripp.

Branch Library Attendants—North, Elsie Collins, Amanda Dion; south, John Wilkinson; west, Mary Elizabeth Brown.

Trustees of Bequests, Gifts and Trust Funds—Frederic Taber, elected April 12, 1917, term expires April, 1920; Abbott P. Smith, elected April 12, 1917, term expires April, 1919; Thomas S. Hathaway, elected April 12, 1917, term expires April, 1918.

The Free Public Library—The act of Legislature authorizing cities and towns of Massachusetts to establish and maintain public libraries was passed May 24, 1851. New Bedford had its Library Society and its prosperous Social Library, but on May 27, 1852, a large petition, headed by James B. Congdon, was presented to the city council, asking that an act be passed authorizing the Free Public Library. The request was granted, \$1,500 appropriated and the date of the appropriation bill passing, July 20, 1852, is the date the establishment of the New Bedford Free Public Library. The library was opened to the public and the delivery of books begun in March, 1853, and it is an interesting fact to note that in his elaborate "Memoirs of Libraries," published in 1859 in London,



FREE PUBLIC LIBRARY



Edwards names but two libraries established in Massachusetts under the act of 1851—one in New Bedford, the other in Boston. It is also to be noted that the act establishing the Boston Public Library was passed October 12, 1852, and the doors opened for the delivery of books May 2, 1854, over a year later than the New Bedford Library.

The cornerstone of the library building was laid August 28, 1856, addresses being delivered by George Howland, Jr., mayor, and James B. Congdon. In his address Mr. Congdon made the statement borne out in several reports, that the Free Public Library was the first established by order of ordinance under the law of 1851; the first from which books were issued under said law; that the library building was the second whose construction was commenced after its passage; and that prior to its establishment and the delivery of books therefrom, there had never existed a library established and wholly supported and managed by a municipality, free to all the inhabitants, its books for the use, at the library or at home, of all the people without payment or pledge.

This building which at first seemed to be fully adequate to the needs of the library for many years was outgrown in 1886, and a large addition was built joining the old building at right angles. The entire upper floor of the building was then given over to library purposes, the first floor being devoted to offices for the mayor, city clerk, city treasurer, city auditor and the board of assessors. Robert C. Ingraham was the first librarian and for nearly fifty years he held that post, the present successful library owing much to his careful, earnest and persistent labor and to the devoted interest he took in all that tended to increase its usefulness.

After the fire of 1906 in the old City Hall, public sentiment almost immediately manifested itself in favor of remodeling the building as a Free Public Library. On March 30, 1908, commemorative exercises were held in the old building, which was a last farewell to the building which for seventy years had been the center of the civic life of the town and city. The order of exercises follows:

Memories of Olden Days .....	Orchestra
Address by the Mayor and Chairman.....	William J. Bullock
America .....	Audience
Address—The City Hall of the Past.....	William W. Crapo
Address—The Library of the Future.....	Rev. Matthew C. Julien
Auld Lang Syne .....	Audience

The good-byes were said and hardly had the echoes died away before on December 3, 1910, the people were bidden to the opening of the building, beautifully improved, that henceforth was to be the exclusive home of the New Bedford Free Public Library. The program for the exercises follows:

Prayer .....	Rev. Matthew C. Julien
Introductory Remarks .....	Mayor Charles S. Ashley

- Address ..... The Public Library and the Community  
Frank P. Hill, Litt. D.  
Address ..... The Public Library and the Public School  
Prof. William MacDonald.  
Address ..... A Historical Sketch of the New Bedford Library  
George H. Tripp.  
Address ..... What the Public Library Means to New Bedford  
Horace G. Wadlin, Litt. D.

The facts about the building as recorded by the historians at these two memorable gatherings place its beginning in 1838, the funds used in its construction being in part received from the United States Government at the distribution of surplus revenue in 1837.

The first public action looking toward such a building was taken at the town meeting, April 3, 1837, when the selectmen were authorized to purchase a lot on William street for the purpose of constructing a new market. At an adjourned meeting held on the 17th, it was voted to "appropriate that part of the surplus revenue which shall be apportioned to this town, together with the sum of \$12,000, which is now in the treasury and applicable to that purpose, to the purchase of a lot and the erection of a Town Hall and Market House on William street."

Russell Warren, of Providence, was engaged as architect to assist the New Bedford designer, Seth H. Ingalls, and the contract was let to S. H. & W. Ingalls. James Howland, George Howland, Jr., Joseph Grinnell, Zachariah Hillman, George T. Baker and James B. Congdon were appointed a committee of the town government in charge of construction. The building, one hundred feet long, sixty-one feet wide, three stories high, was constructed of local and Fall River granite, two massive fluted Doric columns guarding the front entrance.

At first all the town and city offices were housed on the top floor, the main floor being reserved for a hall, the lower floor first used as a market. In 1854 the trustees of the Free Public Library desired the use of the lower floor, but they were able to secure their own building elsewhere. In 1872 the market was removed from the basement and until the fire of December 11, 1906, the building was used as a City Hall, and during its life as such—seventy years—its service was useful and varied, serving as a forum for all varieties of civic and political meetings and next as a convenient center for social gathering.

The historical address at the dedicatory services, given by George H. Tripp, who succeeded Mr. Ingraham as librarian in 1901, is here largely drawn upon when not bodily quoted. Mr. Tripp prefaced his address by alluding to the great significance, that at the time when New Bedford was at the height of its fame as the greatest whaling city of the world; when all the streets were literally running with oil; when its material prosperity was great; certain public-spirited citizens should have be-

stirred themselves to give New Bedford an opportunity to furnish a means for a more liberal culture in the arts of refinement. This proved that there is in American life a strong current of idealism even under the strongest material surroundings.

When the Massachusetts Legislature in May, 1851, passed the act enabling municipal libraries to be formed, two or three of the citizens of New Bedford, notably James B. Congdon and Warren Ladd, at once moved to arouse a public sentiment enabling New Bedford to take advantage of this act. Warren Ladd at the July, 1851, meeting of the city council introduced a preliminary order, and the ordinance establishing the library was passed on the 16th of August, 1852. The city seal just adopted had declared that the aim of the city was to shed light and knowledge; the literal was to be made figurative, and the lamp of wisdom and learning was to be lighted and tended for the benefit of all the citizens.

There had been several private libraries of some importance which ante-dated the establishment of this library. The old Encyclopaedia Society, so-called from the purchase of Dobson's Encyclopaedia as the base of its collection, was one of the earliest of these private libraries. The most notable, however, was the Social Library, which was established early in the nineteenth century, and which continued for many years to serve its purpose as a respectable collection of books for the edification of its proprietors. In time the collection amounted to about 5,000 books. The whole of the Social Library amounting to 5,500 books was transferred to the Free Public Library, which opened its doors on March 3, 1853, with a store of 6,000 volumes in the Perkins building, 139 Union street, near Purchase.

In the first report, issued after the library had been opened for only a few weeks, the trustees expressed the hope that this "will open to our inhabitants a library rich in the means of intellectual culture, and forming a new and attractive feature in the public recreation of the people." It will be noted that thus early in its career the idea was formulated that it is a legitimate object of public libraries to furnish recreative reading, a subject which has been discussed with vigor ever since, but our trustees, before the library had been opened two months, expressed themselves without qualifications. One of the first purchases made by the library was the Boydell Shakespeare.

Another quotation from the first report reads, "A striking and delightful feature in our operations is the large number of females who visit the rooms, both as takers of books and readers of our periodicals. Nearly one-half of the names upon our books are those of females." Again the same report mentions as among the regulations of the library the establishment of a waiting list, another question which has been the shuttle-cock of opinion in library circles for many years. Article 16 says,

"Any book may be retaken, provided no application has been made for the same by another person, and the librarian requested to make a record of application." During the first year 22,607 books were circulated.

In the second report, a motto was announced as a proper guidance in the use of the library, and which was repeated through successive reports for many years: "Use carefully, return promptly. These are the two fundamental rules upon which the prosperity of the library must rest."

In the third year, covering the year 1854, the prudent and careful custodians of the library began to feel the necessity of a larger building, and incidentally the search for a Carnegie, who should bestow upon the city a new building and receive the plaudits of the citizens. They say, "Are we mistaken in supposing that there are those among us, who desirous of devoting a portion of the wealth which Providence has bestowed upon them, to the public good, and prompted by a laudable ambition to give such a direction to their munificence as will secure to them the gratitude of their fellow-citizens and the regard of posterity, will erect a monument so noble in its purpose, so elevating in its results? No doubtful or limited benefit would attend upon the consummation of such an undertaking. Without restriction or qualification will be accorded to him the title of public benefactor, who shall thus generously and benevolently allow his name to designate the structure which shall be reared for the purpose of our free public library." But as if feeling that perhaps they were asking too much, their attention was drawn to the City Hall, and the suggestion is made that the "accommodation of the library in the lower story of that safe, central, and beautiful building" would be an ideal location for the library. This city hall which was looked at with such envious eyes nearly sixty years ago is the building which has now been devoted entirely to library purposes. At that time the basement of the hall was used for a market, and the trustees waxed eloquent in advising that books supplant beef and that poultry be displaced by poetry. But better times were in store for the library; it was not necessary to dispossess the dealers in beef and cabbages of their chosen quarters, for the city fathers, stirred by the eloquence of James B. Congdon and his associates, aroused themselves and secured the erection of a library building, which they thought would be ample for very many years to house the library on the top floor, and to accommodate the public offices on the floors below.

The cornerstone of the library building was laid with imposing ceremony on the 28th of August, 1856, the architect was Solomon K. Eaton, and Henry Pierce was the builder. When the cornerstone was laid a procession was formed on Market Square, south of this building, headed by the assistant marshal and a brass band; next came the marshal, the ex-mayors of the city, clergy, and the city officials, who moved in pro-

cession around the block and to the site of the library across the street. George Howland, Jr., was mayor of the city at the time, and presided at the exercises. A characteristic address was made by James B. Congdon, Esq., who might be called the Father of the Library, and a poem by Charles T. Congdon, who afterwards acquired some note as a newspaper man. We quote a few lines from this poem of Mr. Congdon's which will be sufficient to give an idea of the metre and the general character of the verse:

"How few of all who now its portals seek,  
Went to the library but once a week!  
    You every day receive its liberal boon;  
We went at three, on seventh day afternoon;  
Unchecked you banquet on the general fare;  
We took a single volume on each share;  
    Kept it a week; might keep it three weeks more;  
    Were fined just nine-pence if we kept it o'er."

The poem ended with these lines:

"There was a time when if one simply said:—  
'Lend me this book?' the owner shook his head,  
    And smelling thieves in that preposterous call,  
Padlocked the book and chained it to the wall;  
You, in the spirit of the time's great gain,  
Have taken off the padlock and the chain;  
    For this still look, in all the time to be,  
    For youth aspiring, and for manhood free."

One of the first donations made to the library was the gift of George Howland, Jr., who gave his salary for two years as mayor of the city to establish a fund which is still in existence as the George Howland, Jr., fund, "the income to be devoted for the purchase of valuable works of science of a more expensive character than we should feel authorized to purchase by the money appropriated by the municipal government."

In 1859 the library was made the custodian of Congressional documents.

The building was opened to the public on November 9, 1857. During a term of years the establishment of funds for book purchases became quite a feature. The Charles W. Morgan fund was established in 1865, and the Sylvia Ann Howland fund of \$50,000 became available the same year.

The most valuable gift of a single book was that by James Arnold, the founder of the Arnold Arboretum, and a resident of New Bedford, who gave to the library an original folio edition of Audubon's Birds.

The James B. Congdon fund was given to the library in 1877. Other gifts were made by Oliver Crocker in 1878, George O. Crocker in 1888, Charles L. Wood in 1892, which furnished book funds providing ample means for supplying the library with all the books which its cramped quarters could possibly accommodate.

In 1904 the will of Mrs. Sarah E. Potter gave the library a bequest of \$250,000, "the income to be used for the purchase of books, pictures,

and other articles suitable for the equipment and maintenance of the library." This munificent gift has enabled the library to make large purchases of books and pictures which otherwise would have been beyond our means, and to promise a satisfactory income for the future.

Again, to show how the management of the library anticipated many of the problems which confront present-day library workers, in the twenty-sixth annual report covering the year 1877, the trustees "are happy to mention the interesting fact that a large part of the visitors to the library consists of pupils from the schools \* \* \* \* the statement is as creditable to the schools as to the library; for no better evidence could be had that the instruction given by the teachers who encourage this kind of intellectual inquiry is of the most discriminating and improving quality." Again, on the question of the circulation of fiction, the conclusion of the trustees of that time is expressed as follows: "To exclude works of fiction from the library, therefore, would be to curtail its positive advantages. At the same time, we recognize the necessity of a judicious care in the supply of works of this description, and we have added to our list of novels only those which we believe to be wholesome and useful, and which may stimulate to something better and higher."

As a growing child finds that his clothes are soon outgrown, in 1878 the trustees asked "for the use of the whole of the library building, since their quarters are becoming very much crowded." It was not, however, until 1886 that the old building was enlarged by an addition on the north which entirely changed the arrangement of the floor plan of the building, and added largely to the stack capacity.

In 1884 in the thirty-second report a proposal was made that the city government publish the records of Old Dartmouth, but this suggestion was not acted upon until the present ample funds of the library have allowed the trustees to engage in the work, which is now being carried on as a contribution to the vital records of the State. The whole expense of copying these records is borne by the library, and the work has been carried on for over a year and is not yet completed, but when finished will be an extremely important document in the history of this section.

On March 3, 1901, the library met with a most serious loss in the death of Robert C. Ingraham, who had served the library as its chief librarian for nearly fifty years. No more faithful servant of the public ever held office. His interests were centered in the library he loved so well, and his enthusiasm and devotion communicated itself to others until all who came in contact with his charming personality were imbued somewhat with his spirit. He finished a great work to which he had devoted his life, and it was deemed fitting that in this building should be set apart the main reading room to be called forever Ingraham Hall in memory of his noble service. As the editor of "*The Standard*" said in his tribute to Mr. Ingraham, "By his simple devotion to the one duty of his

long life service, Robert C. Ingraham has made this community his permanent debtor."

In spite of the enlargement of the old building in 1886, the need of an entirely new building for the library was deemed urgent enough to embody in the report of the trustees for 1891. From that time nearly every succeeding report emphasized this need, until in 1906 the fire in the old City Hall afforded the prospect of securing our new building. The fire which occurred in December, 1906, proved to be a blessing in disguise. If Mr. Congdon, the historian of the library who wrote all the earlier reports, could have lived to express his sentiments upon the occasion, he certainly would have penned an eloquent description of the Promethean torch which was brought from heaven to bring about the consummation so devoutly wished for. Surely the result has proved most beneficial.

The building plans were put into the hands of Mr. Nat C. Smith, the architect, who remodeled the old structure, preserving the old lines and carrying out most admirably the spirit of the original builders, until the result has given us a building more beautiful than the old, and yet expressing the same severe outlines in its exterior. To single out any individuals for credit in pushing the building forward to completion would be an invidious task, but it certainly is not out of place to give a great deal of credit to the foresight and intense interest shown by the mayor, Charles S. Ashley, in helping to formulate and carry out the plans of the building committee. The earnestness and zeal with which he has forwarded and seconded every move has been no small feature in accomplishing the result which we are enjoying to-day for the first time. In opening this building for the use of the city, everyone connected with the library feels with a deep sense of responsibility a wonderful quickening and a strong incentive for better work. The material is at hand; the surroundings are ample for many years; the library has great resources for filling its shelves; it is for us who are in charge so to administer the trust that the greatest benefit shall reach the greatest number, and I feel that, with a due sense of the seriousness of the words, I can thoroughly pledge the co-operation and willing labors of everyone connected with the library to further that purpose. To this end the library from time to time must expand the range of its activities, so that the civilizing influence of such an institution shall be felt by every one in the city.

The report of the librarian for the year 1916 shows that the library contains nearly 160,000 volumes and 40,000 pictures. In addition to the Central Library, three branches are maintained, one hundred and seventy-seven rooms in thirty-two schools are furnished an average of fifty books in each room, six engine houses are supplied with reading, one club, four Sunday schools, a city mission and a summer camp are other agencies the library uses to benefit the people. There was lent for home use during the year 1916, 407,830 volumes and 105,078 prints. Nineteen

lectures were given in the audience room, six exhibitions were held and thirteen publications issued. During the year 7,085 borrowers registered and twenty classes from the eighth grades in the public schools visited the library during the year for instruction in the use of the building. The library borrows freely from the great and generous Boston Public Library and indirectly repays the obligation by sending many books to the libraries on Martha's Vineyard, Nantucket and Cape Cod. The total expenditures for the year were \$44,192.55, obtained from city appropriations, income from the city dog tax and from the Sylvia Howland, the Kempton, Charles W. Morgan, Oliver Crocker, George O. Crocker, Charles L. Wood, George Howland, Jr., and James B. Congdon funds, and from the fines account.

Officers of the Free Public Library for the year 1917:

Trustees—*Ex-officio*: Charles S. Ashley, mayor of the city; Clifton W. Bartlett, president of board of aldermen; Harrison T. Borden, president of common council. Elected by the city council: Jireh Swift, Jr., term expires April, 1917; Abbott P. Smith, term expires April, 1917; Frank A. Milliken, term expires April, 1918; Samuel F. Winsper, term expires April, 1918; Francis M. Kennedy, term expires April, 1919; Charles M. Holmes, term expires April, 1919. President of the board, the mayor. Clerk, George H. Tripp.

Librarian—George H. Tripp.

Assistant Librarian—Clement L. Yaeger.

Cataloguer—Anna M. DeWolf.

Librarian's Secretary and Stenographer—Minerva F. Maxfield.

Heads of Departments—Mary A. Chase, reference librarian; Jane E. Gardner, art librarian; Jane E. Thuman, children's librarian.

Desk Attendants and Assistants—Edith H. Cobb, Ingraham Hall; Grace D. Sherman, delivery desk; Edith H. Brodhead, delivery desk; Marion Briggs, accession and delivery desk; L. Gertrude Wilcox, accession and delivery desk; Ellen F. Dollard, assistant art room and children's room; Ethel Wilcox, assistant children's room; Alice H. Tripp, genealogical room; Louisa P. Tourtellot, cataloguer's assistant and genealogical room; Arthur J. Rogers, periodicals.

Branches—North, Elsie Collins, Amanda Dion; south, John Wilkinson; west, Mary Elizabeth Brown.

The public is in great debt to the discernment of Robert C. Ingraham, the late librarian, who was so persistent in making the special collections of local history, whaling literature, genealogy, and Quakeriana, which make the library distinguished among the great libraries of the country. These features of the library are being sympathetically followed out by the present librarian, George H. Tripp, and it is a source of gratification that private bequests, the establishment of the Potter fund of a quarter of a million to be exclusively used in the purchase of books, sculpture, and paintings, being the last, will enable the library to constantly enhance the collection.

## CHAPTER XLI.

### Fraternal Orders and Organizations.

The oldest Masonic lodge in the city is Star in the East, Free and Accepted Masons, chartered December 10, 1823, Timothy I. Dyre the first worshipful master.

Eureka Lodge, Free and Accepted Masons, was chartered May 8, 1857, Timothy Ingraham its first master. Both lodges are in prosperous circumstances.

Capitular Masonry is represented by Adoniram Chapter, Royal Arch Masons, chartered October 4, 1816, at Attleborough, Massachusetts; was moved to Taunton and the first convocation held July 5, 1825, and on November 23, 1845, New Bedford became its permanent home.

Cryptic Masonry is exemplified in New Bedford Council, Royal and Select Masters, and Templar Masonry in Sulton Commandery, Knights Templar, chartered May 4, 1864, John B. Baylies. The commandery was named in honor of William Sutton, an eminent sir knight of Salem, Massachusetts, who presented his namesake with a beautiful templar banner.

The Order of the Eastern Star, the branch of Masonry admitting Masons and their women folk, is represented by New Bedford Chapter, No. 49, constituted November 20, 1895, and by Dartmouth Chapter, No. 106, constituted April 24, 1907.

The Independent Order of Odd Fellows is represented by Acushnet Lodge, No. 41, instituted April 11, 1844, William H. Taylor, noble grand; and by Vesta Lodge, No. 166, instituted February 23, 1874, Charles B. Hillman, noble grand.

Annawan Encampment, No. 8, was instituted May 23, 1845, and Canton New Bedford, No. 43, Patriarchs Militant, April 7, 1886. The Manchester Unity is well represented in the city, Loyal Alpha and Loyal Pride of New Bedford lodges and by Purple Consulate.

The Daughters of Rebekah have two lodges, Stella, No. 46, instituted April 1, 1885, and Usher, No. 114.

Loyal Omega Lodge, No. 15, is the lodge of Manchester Unity admitting women.

In addition to these, the oldest of fraternal orders, there is in the city every other organization, fraternal, social, beneficial or professional, that man in his love for secret organizations has been able to effect. These compose the national societies of the many citizens of foreign parentage or both, and are all well organized and are prosperous. The trade organizations are well organized and New Bedford may be classed as a "Union" town. The leading clubs are the Wamsutta, Dartmouth, Yacht, Country and Masonic, although there are many others of strength

and influence. There are clubs confining their membership to churches, trades, orders or professions, while the Circle Gounod is a musical association whose annual concert is an event eagerly awaited.

The Grand Army of the Republic—William Logan Rodman Post, No. 1, Grand Army of the Republic, was organized October 4, 1886; R. A. Pierce Post, No. 190, May 28, 1888. In the half century which has elapsed since peace came to the sections which for four years had been engaged in bitter conflicts, the greater part of the soldiery on both sides have gone "over there," leaving for this generation to emulate their proud record of devotion to country, courage and patriotic self-sacrifice. To-day North and South march in step to the strains of "The Star-Spangled Banner" on foreign battlefields, to resist the world's greatest enemy, whose unholy ambition and lust of power would sweep democracy and liberty from the earth and turn back the clock of progress centuries. So these old veterans of 1861-65, who "fought to make men free," are the inspiration of this generation which is pouring out its treasure and blood to "make this world a safe place to live in."

At the period when both Grand Army posts in New Bedford had their maximum membership there were more than 700 men who were members of the two posts. These two posts have included in their membership practically all the veterans in this city and vicinity; only a few scattered veterans have remained unaffiliated with either post, so that the membership to-day includes very nearly every veteran still living in this vicinity. From a maximum membership of about 700 veterans the two posts have declined until to-day there are less than 200 veterans in the two posts. Post 190 now numbers 96 members out of a total of 300 members who have at different times been members, and out of 230 who have belonged at one time, and Post 1 now has 88 members. The numbers in recent years have been necessarily more rapidly decreasing, and in the coming years the numbers will be declining even more rapidly. That this is to be expected is indicated by the death roll of Post 190, between May 15, 1916, and May 18, 1917, in which period fifteen members of the post passed away. In three weeks in February the post lost five by death. In all, since the post was established in 1888, when 70 members withdrew from Post 1, to organize a new post, the post has lost 216 members by death. Post 1 lost 12 members by death in 1916, and thus far in 1917 three members have passed away. These figures bring home the fact that the time is not far distant when there will remain only a scattering few of the men who fought in the Civil War, and the duty of paying honor to the veteran dead will fall on others.

*Youngest Grand Army of the Republic Veterans*—"The boys in blue" and "the boys in khaki" are words very true when we use them with reference to those who have fought in their country's wars. It is really

true that for the most part it is boys who fight their country's battles. This is strikingly illustrated by the men who went out with the Third Massachusetts Infantry. The average age of the men in the regiment was only 19 years, and at its head was Colonel Silas P. Richmond, only 30 years of age. It was this regiment that included a New Bedford drummer boy, who went out in 1862 at the age of 13 years, and that boy is now Charles G. Allen of this city, a member of Post 190, the youngest veteran in the post, the youngest in Massachusetts, and possibly the youngest veteran now living in New England. Mr. Allen is now 68 years old, and he can drum to-day almost as well as he could in 1862. Ever since the days of the Civil War, Mr. Allen has been well known for his ability with the drum, and on many occasions the rat-tat-tat of his drum has been the music for the marching feet of the members of the posts as they have made their way through New Bedford streets. For years after the Civil War he played the drum in band organizations in this city, but gave this up some time ago. Before the war, when Mr. Allen was a "little shaver," he tapped on the cellar door with chair legs. His inclination toward drumming resulted in his receiving instructions from Israel Smith, the old band leader. Mr. Allen as the youngest veteran of Post 190 has a very close competitor for the honor of being the youngest veteran living here in Nahum F. Nickelson, the youngest veteran of Post 1. Mr. Nickelson, now junior vice commander of Post 1, went out as a drummer boy at the age of 16 years, and he is now 69 years of age.

*Oldest Grand Army of the Republic Veterans*—The two posts also run a close race for the honor of having the oldest living veteran. Post 1 takes this honor through having as a member Henry J. Purrington, the oldest man in Mattapoisett, now 92 years of age. Mr. Purrington is often an attendant at post meetings. The oldest member of Post 190 is Edwin J. McEmons, who is 91 years of age. He is able to be about, but is not able to be at the meetings of his old comrades.

*Men Who Served Longest*—Thomas W. Cook, past commander of Post 1, has the distinction of having served as post commander longer than any other man in Massachusetts and possibly the longest of any post commander in New England. He was commander of Post 1 for twenty-one years. Major Cushman, of the 47th Massachusetts Infantry, who founded Post 1 on October 4, 1866, was also the first department commander of Massachusetts in 1866-1867.

The man who enjoys the distinction of having served the longest in any one office in Post 190 is Adjutant George P. Macomber, who first served in this office in 1897 under command of Henry W. Mason, and since 1900 has served continuously in that office, a total period of 18 years. Mr. Macomber enjoys the further distinction of being the veteran precinct officer in the city. He had served as a precinct warden contin-

uously for 49 years, and nearly all of that time in Ward One. When he first served Ward One included all that section of the city from Weld street north to the city line, and the ward room was the old mission chapel at the northeast corner of Purchase and Pearl streets.

Both posts have shown their willingness to serve in whatever capacity they may help in the present crisis by offering their services to the President, the Governor and Mayor Ashley.

*Distinguished Men in Service*—The two posts bear the names of distinguished New Bedford men who served their country well. Colonel William Logan Rodman, for whom Post 1 was named, was killed at Port Hudson when he exposed himself above the parapet. Richard A. Pierce for whom Post 190 was named, went from New Bedford to Fortress Monroe with the three months' men, and he was after designated by Governor Andrew to superintend the transportation of Massachusetts troops to the front. He became a major-general in the service. The post treasures among its mementoes of the war the equipment of General Peirce. Another memento which Post 190 prides itself on is the possession of a drum captured from the British at Bunker Hill by an ancestor of the late Israel Smith, who, when he became a member of the post, presented the drum to the post.

Both posts have included in their membership men who held high rank in the army and navy service, or who were present when memorable events were taking place. The late Philip H. King, of Post 190, stood guard at the door of the McLean house at Appomattox when the terms of surrender were arranged by Grant and Lee. Henry W. Mason was a major in the 9th New York cavalry, among the first Union troops to be engaged at Gettysburg. Mr. Mason and the late Nicholas E. Howland, of this city were present at Ford's theatre on the night Lincoln was assassinated. The late William P. Randall was on board the "Cumberland" when she was sunk by the "Merrimac" and fired the last shot from the sinking ship. Joseph M. Simms was a captain in the navy. William W. Barry was a paymaster in the navy. Dr. George W. Winslow was a surgeon in the navy and is now retired as a rear admiral. Samuel C. Hart became colonel of the 23rd Massachusetts. John A. P. Allen was a colonel of a Massachusetts artillery regiment. James F. Chipman was a major. James W. Hervey was captain of Co. A of the 3rd Massachusetts cavalry. Thomas R. Rodman was captain of Co. H of the 38th Massachusetts. Joseph Austin was a captain. Charles F. Shaw was lieutenant of Co. H of the 38th Massachusetts. Edwin Dews was a major. Rev. Isaac H. Coe was a chaplain. William G. Davis was a lieutenant. Thomas J. Gifford and Frederick S. Gifford were first lieutenants.

Post One has included among its members the late Colonel Silas P. Richmond, who went out at the head of the Third Massachusetts In-

fantry. Major Austin S. Cushman of the 47th Massachusetts infantry. James Barton was a lieutenant colonel. Thomas W. Cook was first lieutenant of Co. C of the Massachusetts heavy artillery. Patrick Canavan was first lieutenant of Co. B of the 4th Massachusetts cavalry. Jonathan E. Cowen was captain of an unattached troop of Massachusetts cavalry. Albert Braley was a second lieutenant. William A. Allen was a first lieutenant. James L. Wilbur was first lieutenant of Co. E of the 3rd Massachusetts heavy artillery. Thomas H. Nolan, of Fairhaven, was first lieutenant in various branches of the cavalry service.

There are 12 living past commanders of Post 190. The men who have commanded this post include James W. Hervey, William J. Nickerson, Thomas R. Rodman, Rufus A. Soule, James N. Parker, Thomas J. Gifford, George N. Alden, Henry W. Mason, Elbridge G. Morton, Jr., William H. H. Jennings, Joseph Austin, Samuel E. Bentley, Thomas C. Robbins, John V. Spare, Otis B. Phinney, Charles E. Benton, Herbert K. Haskins, and Charles F. Shaw.

Thomas J. Gifford, the present commander, has always taken a devoted interest in the welfare of the post, and when he was commander in 1895 he recruited 100 new members, the largest number taken into one post in any one year in the state.

*Red Letter Grand Army of the Republic Dates*—There are several red letter dates in the history of the New Bedford posts. One was on the occasion when General Russell A. Alger, afterwards secretary of war, was entertained at the Parker House on the evening of January 28, 1890.

Another notable event cherished in the memories of Post 190 was the attendance of the post at the national encampment in Washington in 1892, when the post had a special train of five cars at its disposal, and in Washington the veterans slept in the cars. The post furnished \$3,900 to guarantee these accommodations.

Both posts include men who have been members since the Grand Army of the Republic was first instituted, and a few who have never missed a Memorial day parade. Past Commander Andrew J. Smith was with the first group of veterans who decorated the graves of soldiers on July 4, before the day was fixed by law. He joined the post when he was 21 years of age, and save for illness he has never missed a Memorial day event since it became a fixture in 1868. Adjutant George H. Carpenter has never missed a meeting of Post 1, save for reasons of sickness and when he was recovering attended while on crutches. Mr. Carpenter, as a Fairhaven man, is in that town on Memorial day and ever since the Fairhaven Veterans' association was organized has served as marshal or chief of staff on occasions when the Fairhaven veterans parade.

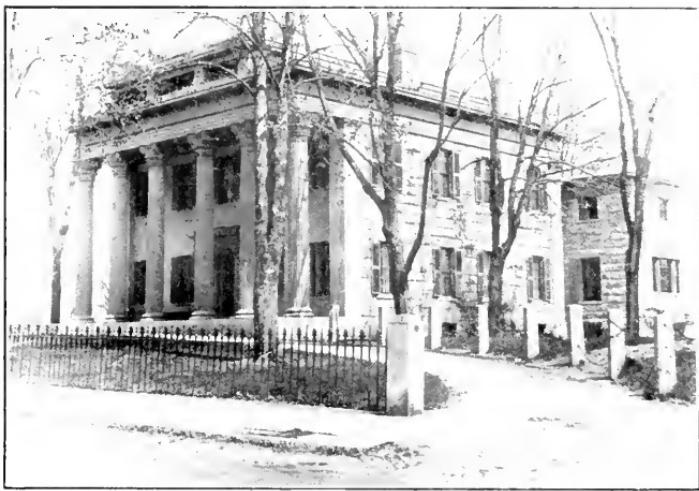
No story of the Grand Army posts of New Bedford is complete with-

out reference to the now defunct Robert Gould Shaw, post 146, which included the colored veterans. The colored veterans maintained their organization as long as there were enough veterans alive to keep the charter, and now the few who are left are in the other posts.

The Woman's Relief Corps is represented by William Logan Rodman Post 53, auxiliary to Post 1, instituted September 11, 1875, and R. A. Pierce Corps No. 95, auxiliary to post 190, instituted January 13, 1891. There are two camps of Sons of Veterans; John A. Hawes Camp No. 35 and John H. Clifford Camp No. 35. There is also a Ladies' Auxiliary of the John A. Hawes Camp No. 35.







HOME OF ABRAHAM H. HOWLAND  
First Mayor of New Bedford



THE JOHN A. PARKER MANSION

## CHAPTER XLII.

### The Patrician Homes of New Bedford.

By Henry B. Worth.

It was not until after the war of 1812 that the patrician homes of New Bedford, the mansions that denoted the prosperity of its merchants, appeared along County street and in the section that became the exclusive residential part of the town of that time. Before the war there were no dwellings of stone and only two of brick, but increasing wealth enabled men to use freely both materials in the building of their homes. House building reached its highest point between 1820 and 1850, and these three decades may be considered the period of classic architecture.

It has been claimed that examples of dwellings of that date were neither comfortable nor convenient as habitations, and that modern houses, although irregular in appearance, are more satisfactory indoors. Every house is a compromise. If the outside is to be perfect in design, there must be a corresponding sacrifice within. Artistic and agreeable arrangement of fireplaces, reception halls and windows may produce an irregular exterior, and since 1880, when the attention of people was largely devoted to the interior, the classic models of 1830 have been discarded.

During the period between 1850 and 1880, house-building made no advance. The dwellings that were erected were generally without notable features. The financial troubles of 1857, the war of the Rebellion and the long period of recovery and disaster in the Arctic ocean all contributed toward this result. The only great house built during this time was the three-storyed mansion of Jonathan Bourne, on the corner of Orchard and Clinton streets. This was the last house of the end chimney design of 1830, one exceptionally fine feature of which was the circular staircase extending from ground floor to roof.

The period of great mansions opened about 1823 by the erection of three fine houses on County street, near the head of William street. Two rich men built houses for their children, but like similar cases in that family the young people were only occupants while the fathers retained the ownership.

On the lot on the north side of William street, between County and Eighth street, a brick mansion was erected by William Rotch, Jr., for his son Joseph. Judging from the pictures, the building must have been large and expensive. After standing about twenty years the home and land were sold to Seth Ingalls, who took down the house and divided the land. On the corner of County and William streets, Dr. Lyman Bartlett

built his own house, later owned by Dr. F. H. Hooper. Next north, Ingalls built his own mansion. On the corner of William and Eighth streets, Alexander H. Seabury built the house which in recent years was owned by A. D. Ashley.

On the south corner of William and County streets, William Rotch built another house for his son Thomas. It fronted Eighth street, with the rear toward County street. It was later owned by Thomas Nye, Jr., Daniel C. Waterman, Sylvia Ann Howland, Andrew H. Potter and I. H. Bartlett. When it came into the possession of George H. Bartlett he turned the house around to front County street, and later the property was purchased by Miss Ella F. Ivers, and the house demolished.

Charles W. Morgan married a daughter of Samuel Rodman, Sr., and her father built the stone house on the lot on the west side of County street, between Court and Morgan streets. It was covered with cement and, although surrounded by trees, always presented an attractive and cheerful appearance. This was due to the fact that it was painted a light brown or yellow, described as being something between cream and dust color. In this way the dreary and gloomy aspect of most of the New Bedford stone houses was avoided. Then it was admirably located, with plenty of room on all sides. It was demolished in 1904 at the time when the city acquired the land for a High school site.

At about the same date James Arnold built his brick house on the west side of County street at the head of Spring street. No pictures of this house, as originally constructed, are known to exist. Daniel Ricketson says it followed an English style. After it came into the possession of William J. Rotch, he altered it considerably by adding a French roof. The groves planted by Mr. Arnold many years before have been kept without change, and give to this house an atmosphere of substantial repose, not possessed by any other dwelling in the city.

With the exception of those already mentioned and two gothic cottages, all the great houses of New Bedford were built in the short interval between 1827 and 1837. It seemed as if with one accord all the wealthy men decided to have fine mansions.

The house of Henry T. Wood on the southeast corner of County and Grinnell streets was built by Seth Russell, and is an illustration of a large class built in all parts of the city. That of William C. Taber on the northeast corner of Fourth and Walnut streets is one of the same style; also that of Henry Taber on the west side of Orchard street near the head of Madison street. Some of the same plan were placed end to the street with fine effect. On the corner of County and Hawthorn streets are two of this type. William W. Swain built that on the north corner, and Cornelius Grinnell, Jr., that on the south. Each was a son-in-law of Gilbert

Russell who presented them with large tracts of land in 1828. The houses were based on the same model and located well back from the street lines. The south house was greatly lengthened by the late Horatio Hathaway by additions to the west end which do not improve the north side. But from the corner of Russell street this house presents a very attractive view. The fine grounds about these houses bring out all their advantages.

On the west side of Purchase street a few yards north of Russell street are two of the same style, but lacking the attractions of the others because they are located too near the street and hemmed in by neighboring houses, besides being disfigured by unbecoming paint. The south house was built by Ward M. Parker as his homestead and later was owned by Dr. Helen M. Webster. The other was built by Joseph Taber, pump and block maker, and owned later by St. Luke's Hospital. Another of the same design was built by Thomas Riddell on the southeast corner of County and Union streets, which was sold to Charles L. Wood. While more attractive than the Parker or Taber house, this suffers by being too near the street and without adequate environment. The house of James Howland on the northwest corner of School and Sixth streets is of the same plan.

On the northwest corner of Orchard and Bedford streets stands a house built in 1832 for Rev. Dr. Orville Dewey, minister at the Unitarian church. In 1851 it was purchased and rebuilt by William C. N. Swift. Next to it on the north was the house of John W. Clifford, attorney general and later governor of Massachusetts. The present owner, John V. Spare, divided this house so as to obtain two separate dwellings. Another of the same style was built by David R. Greene on the east side of Sixth street, a few yards north of Russell.

Probably the finest house in the city constructed of wood was that of William Rotch, Jr., on the east side of County street, between Madison and Cherry streets. The effectiveness of its design is obscured by its environment. Being too close to the street is some detriment, but a close, high board fence hides the house except as to the front end. In 1851, after the death of Mr. Rotch, it was purchased by Edward C. Jones for \$17,000.

In June, 1830, there were two wooden houses on the south side of School street, between Sixth and Seventh streets, and one Sunday morning they burned and a disastrous fire was kindled in other sections. On the two lots were built the present brick houses, and several others were constructed in the same locality. That on Seventh street was occupied by William H. Allen and was sold in 1847 to Matthew Luce. That on Sixth street was occupied by Gideon Allen and later owned by Dr. J. C. Shaw. Among the brick houses of this style none presents as handsome a front door and portico.

These Allen houses were followed by others on the same plan. On the northwest corner of Sixth and Madison streets is the house of George Howland, Jr., now owned by Charles F. Wing. Directly across Sixth street is the house built by John Howland, Jr., and after him owned successively by Edward W. Howland, Edward Kilburn and John McCullough.

The house of Andrew Robeson is still standing in the rear of the block on the northwest corner of Second and William streets, but it is mostly surrounded by other brick buildings. In 1866 it became the residence of Dr. William A. Gordon and after him the estate was divided. This house is now owned by Standish Bourne and is used for storage purposes. The house built by David Coffin, on the southeast corner of Sixth and Walnut streets, was purchased later by Frederic S. Allen; on the northeast corner of School and Sixth streets is the house built by John A. Standish, now occupied by the Woman's Club, and next north, that of Philip Anthony. On the northwest corner of County and Union streets is the home of the Wamsutta Club. It was built and occupied by Jireh Perry and after him by his son, Eben.

Built a few years later than the others was the house owned by Oliver Prescott on the west side of County street, next north of the corner of Madison street. It was once owned and occupied by Barton Ricketson. All of these brick houses were constructed on the same plan, and were without architectural ornamentation, yet exhibiting the essence of strength and solidity.

On the west side of Orchard street at the head of Madison street is the brick cottage, built by William J. Rotch, in 1844, from plans furnished by A. J. Davis, of New York. Its style was called Rural Gothic and it was described in the treatise of A. J. Downing. It was occupied by Mr. Rotch until he came into possession of the homestead of James Arnold. Later it was occupied by Morgan Rotch.

Concerning the stone houses, of which eleven will be mentioned, some general comments are required. This material is naturally dark, with a tendency toward a dull and heavy effect. This is particularly true of the granites that have a dark slate color. One of the prime qualities of a dwelling house should be a cheerful attractiveness which can be secured in a high degree by the use of wood. But stone may be gloomy in appearance unless the house be placed on an eminence in a spot clear of trees. If such a location cannot be provided, it is desirable to cover the surface with cement and paint the outside some neutral shade, that of English freestone, the color adopted for the Morgan house, being recommended. Either they have been placed on a flat lot, on a level with the street or else are shaded by trees, and then with no cheerful color to relieve the sombre effect of the natural stone, they have a heavy

and dull appearance. This cannot be overcome by any amount of elaborate ornamentation. In extenuation it ought to be said that the surroundings have changed since they were built seventy-five years ago. Possibly as originally placed they may have presented a correct appearance. But as dwelling houses are built in the vicinity and trees increase the shade, the architectural effect has become entirely changed. Whatever may be the case, those now standing leave a cold appearance, lacking in cheerfulness. The Morgan house was a decided exception to the general rule in New Bedford. In color and location it was a success. The same was true of the Tyson house on South street, between County and Fourth streets. It was covered with cement and painted the shade "between dust and cream."

Samuel Rodman, Jr., built the house on the southeast corner of County and Spring streets. Three stories in height and very plain, it presents the appearance of an immense cube. The cement coating of the outside with the light Quaker brown coloring relieve the house from the dull, cold effect of natural stone. But a house of that design is intended to present the idea of solidity and strength, and it fails in its object on account of being too near the street lines. But even if it stood in a more favorable position, a house of such severe contour could not be made beautiful. It is still owned by his descendants. At some date, Benjamin Rodman, another son of Samuel, built the house on the east side of Second street, next north of the corner of William street. It was owned later by Mrs. Nathan L. Ellis, and recently by Standish Bourne. It was constructed in much the same style as the Spring street house and has the same limitations. For a number of years it has been used for mercantile purposes.

On the southwest corner of County and Robeson streets was the house built by Thomas R. Robeson. It is said the stone from which it was constructed was taken from boulders found on the place. It was later owned by Benjamin R. Almy and Dr. Henry M. Dexter, and was taken down a few years ago when the land was divided. The house was erected under the supervision of Augustus A. Greene, it being built at the same time as the Joseph Grinnell house, and Mr. Greene was in charge of both. The Ahnys named it "Greystone."

Joseph Grinnell erected the house on the west side of County street, at the head of Russell street. In 1893 it was purchased by Frederic Grinnell, a nephew of Joseph, a wealthy manufacturer of Providence. He added the upper story to obtain more room. While the spot occupied by this mansion is admirable, yet from the dark color of the stone or the shade of the trees, it lacks that attractiveness that a dwelling should possess. This effect may be produced by the crowding of houses on the south. It is said that this house and that of Thomas R. Robeson were

constructed by a Rhode Island contractor, who employed as foreman Augustus A. Greene, and at the completion of these houses Mr. Greene remained in New Bedford and formed the partnership with Henry T. Wood known as Greene & Wood.

In the square bounded by Orchard, Hawthorn, Grove and Cottage streets, stands the house built by Joseph R. Anthony, who married a daughter of Gilbert Russell. It is constructed of the same dark granite as the Joseph Grinnell house and presents the same appearance. In 1845 it was purchased for \$17,000 by Captain Joseph C. Delano, and is owned by his daughter. He added the French roof and the extensions to the west.

On the northwest corner of Pleasant and Campbell streets is a Roman Catholic institution occupied by women who teach in the parochial schools. It is still known as St. Joseph's Hospital. It was built by Charles Russell. Across Campbell street is a small dwelling which was designed and started by Russell as a barn, but his failure came before it was completed and it was finished as a house. The Russell house was occupied by Edward Mott Robinson several years after his marriage. It was owned by Sylvia Ann Howland, and later by H. H. Forbes, who sold it to the Roman Catholic bishop. Although this building has inadequate space in front and on the sides, yet the architectural treatment of the exterior is more pleasing than that of some other local houses.

In 1843 Samuel W. Rodman, son of William R. Rodman, built the stone Gothic cottage on the east side of County street, between Walnut and School streets, the only dwelling of that style in New Bedford. It was later owned by William P. Howland, Frederic Homer, Stephen C. Lowe and John B. Rhodes. It was constructed of the same dark granite already described. As originally designed it has been considered a fine piece of domestic architecture. Owing to its shape and size, the dark stone does not produce the dull effect noted in other cases. Some additions have been made that do not improve its appearance, but it is still one of the unique houses of New Bedford.

The finest house now standing in the city was built in 1833 by William R. Rodman on the east side of County street south of Cherry street. Probably no expense was spared in its construction and it is reputed to have cost \$75,000. In 1856 it was purchased for \$25,000 by Abraham H. Howland and later sold by his heirs to Frederic Grinnell and the Hathaways, who own estates on the opposite side of County street, who desired to keep this old landmark from being demolished, and the land occupied by cheaper houses. Subsequently it was sold to Dr. John G. Hathaway. Both inside and out this house is highly ornamental and it is a very imposing edifice. Still it does not possess the characteristics of a dwelling house. There is no way to verify the

conjecture, but there are some reasons for supposing that the architect was Russell Warren of Providence.

The most imposing house ever constructed in New Bedford and one of the masterpieces of Russell Warren, was built by John Avery Parker, on the corner of County and Pearl streets. The west facade somewhat resembled that of the W. R. Rodman house, but the east side was the most elaborate. There was ample space to the east, and as the house was painted white that was no suggestion of heaviness in its appearance. The view from below was particularly satisfying. It would be easy for one who had seen this house to understand how it and the famous Colt house of Bristol were designed by the same architect. This structure is reported to have cost Mr. Parker \$100,000. In 1864 it was purchased by Thomas Bennett, and in 1902 was sold by his daughter and demolished. This spot was the home of four men who contributed largely to the prestige and prosperity of New Bedford. For half a century after 1712 it was the residence of Colonel Samuel Willis, and for the same period was owned and occupied by his son, Colonel Ebenezer Willis, and his family. The third was John Avery Parker, and the last was Thomas Bennett, who, as its superintendent, successfully established the prosperity of the Wamsutta mills.



## CHAPTER XLIII.

### Authors of New Bedford.

By George H. Tripp, Librarian.

In the 12th and 13th reports of the New Bedford Free Public Library were printed lists of New Bedford imprints, prepared by Robert Ingraham with great care, and which give a comprehensive list of the New Bedford publications up to that time, say 1865. This catalogue comprised not only the work of New Bedford men, but books which were printed in New Bedford offices, whoever the authors might be, and also included a full list of municipal documents.

It has been thought well in this paper to present classified lists of authors, arranged with some care, which will perhaps best bring together those who have written on cognate subjects, so the grouping will be something after this manner.

First, those who have written on religious and philosophical subjects; next, in the department of social relations; then, language, science, applied science or the useful arts, the fine arts, literature, travel, biography, history, and fiction; then, to complete the review, a list of those who have written about this region, and references to New Bedford from various books and periodicals.

In New England towns in early times, the principal intellectual activities were confined to the clergy, and Old Dartmouth was no exception. We here find a preponderance of religious tracts and controversial pamphlets. The older race of clergymen was prone to rush into print and offensively or defensively show where they as individuals stood in matters pertaining to the faith. With Milton's angels they

. . . Reason'd high  
Of providence, foreknowledge, will, and fate,  
Fix'd fate, free-will, foreknowledge absolute;  
And found no end, in wand'ring mazes lost.

Or, like the Puritan preachers satirized in "Hudibras," they "proved their doctrine orthodox by apostolic blows and Knox." One of the earliest of the local preachers who won fame was Samuel West. A man who in his zeal for knowledge was ready to walk with his shoes in his hands from Barnstable to Cambridge—and on his examination for Harvard college successfully defended a Greek text against an examining tutor—was bound to show his argumentative ability in his later years. Among the many writings of Samuel West, one of the most noted was his "Essay on Liberty and Necessity," first printed in 1793, and in which he argued with vigor against the famous Jonathan Edwards. Dr. West was not

always writing on theological themes, however. An extremely interesting letter published in the "Memoirs of the American Academy," proounds the theory that Gay Head was once a volcano.

Dr. Orville Dewey, another famous clergyman, who lived and preached in New Bedford, published many sermons on theological subjects, among them election sermons, ordination sermons, one on "The Moral Uses of the Pestilence, Denominated Asiatic Cholera," a book of travels in the Old World and the New, on American morals and manners, and discourses on various subjects. His works were published in three volumes containing essays and sermons.

A bitter controversy arose in 1837 over a pamphlet by Charles Morgridge, minister of the First Christian Church in New Bedford, entitled, "The True Believer's Defense Against Charges Preferred by Trinitarians." This was answered by Phineas Crandall, pastor of the Second Methodist Episcopal church, who wrote "The True Faith Vindicated, or, Strictures on the True Believer's Defense," etc., which was in turn answered by the Rev. Mr. Morgridge by, "An Appendix to the True Believer's Defense, or, A Reply to the True Faith Vindicated," etc.

Other sermonizers whose works were printed were Rev. Ephraim Peabody; Enoch Mudge, born in New Bedford and minister of the Port Society, one of his pamphlets was entitled "Lectures to Young People," 1836; Sylvester Holmes, whose sermon on the death of Averick K. Parker, the wife of John Avery Parker, was published in 1847; Wheelock Craig, minister of the Trinitarian church, who wrote a sermon on the peculiar topic, "Legislation as an Implement of Moral Reform." Among the earlier clergymen were J. N. Morrison and Rev. John Girdwood. William G. Eliot, born in New Bedford, afterwards attained a great measure of fame as a clergyman and educator in the Middle West. His little book on the Unitarian faith is probably one of the most convincing documents on the principles of conservative Unitarianism. John Weiss was not only an able sermon writer, but wrote on a great variety of topics, and always with eloquence and wisdom. William J. Potter, for over thirty years pastor of the Unitarian church, was a man of vigorous mentality, and of remarkable literary ability. Among his publications are the "Twenty-five Sermons of Twenty-five Years," and "Lectures and Sermons." He was the editor for many years of "The Index."

Among the later generation of clergymen, Henry M. Dexter, who for many years lived in New Bedford, was a great authority among American writers on the subject of the Pilgrims and Puritans, and on the history of Congregationalism. The Rev. M. C. Julien published sermons, fairy tales, and poems.

One of the writers of the middle of the century on ethical subjects was Clother Gifford, whose book has the following interesting title,

"Essays on Health, Natural and Moral Laws and Education by Clother Gifford, teacher of phrenology, physiology, natural and moral science, advocate of religion, purity, peace, temperance, Christian union," etc. One stanza of his poem gives an idea of the character of his muse:

Bread should be baked before it turneth sour,  
And meal is better far than finest flour.  
For this will clog the tissues or create  
Dyspepsia, which consigns to cruel fate.  
If nature gives up passions running high,  
Or blood which goes by steam, or nerves which cry,  
No stimulating meats should we partake  
That will commotion in our systems make.  
Tea, coffee, ale, and all their host refuse,  
Lest Nature suffer when we thus abuse.  
But if our blood in sluggish streams shall flow,  
Some healthy stimulant may raise a glow.  
But naught intoxicating should we take,—  
Yea, all narcotics speedily forsake.

Rev. L. B. Bates, a Methodist Episcopal clergyman of New Bedford for a term of years, compiled a "Hymn Book for Social Worship Everywhere." This was published in New Bedford in 1869.

Among later writers on religious themes must be mentioned with approbation the book entitled "The Religion of Christ in the Twentieth Century," by Miss Averie Francis.

Dr. Alexander Reed published an address before the New Bedford Auxiliary Society for the Suppression of Intemperance. This was a New Bedford publication in 1817. About the same time John Brewer, principal of the Friends' Academy, issued an address to the same society, published in 1815.

An interesting pamphlet entitled "The Hole in the Wall," written by —— Durfee, purports to attempt to correct "the radical errors" of much of the discipline of Friends, and of the administration of it. This book probably would have been consigned by John Fiske to the division of books which he called crank literature when he served as assistant librarian in the Harvard Library. It will well repay a glance, if only to show to what extremes of aridity the controversial pamphlets of the early part of the last century were carried.

A few years ago a brilliant native of Dartmouth, Benjamin R. Tucker, wrote profusely on the subjects of socialism and anarchism. He was, as he called himself, a philosophical anarchist, and his writings were extremely radical, but always written with forceful argument and a great deal of literary ability.

In another grouping are those who have written on legal, educational and social subjects. The Hon. T. D. Eliot, while a member of Congress, delivered many speeches and addresses before learned societies. H. G. O. Colby, Esq., for many years a lawyer in New Bedford, wrote a book on

"The Practice in Civil Actions and Proceedings at Law in Massachusetts," published in 1848. Hon. J. H. Clifford also is represented by legal pamphlets and various addresses. George Fox Tucker, Esq., wrote a valuable disquisition on the Monroe Doctrine, various books on the preparation of wills, and a book on the recent income tax law.

On educational themes we have Andrew Ingraham who published a book entitled "The Swain School Lectures," giving the lectures delivered by him while at the head of that institution. Mrs. Louisa P. Hopkins, who after leaving New Bedford, served for many years on the Board of Supervisors in Boston, published three or four educational books of great importance: "Educational Psychology," "How Shall My Child Be Taught," "Spirit of the New Education."

C. F. King, who was at one time Principal of the Fifth Street Grammar School, afterwards for many years a Boston school principal, wrote books especially on geographical subjects, which were favorite textbooks in the public schools of the whole country for many years. One of the most important of these books was entitled "Methods and Aids in Geography."

Henry F. Harrington, superintendent of schools for twenty-three years, a man whose educational reports were the admiration of educators everywhere for their lucid statement, their progressive principles, and choice language, prepared a speller and a geography, which were very widely used, and added greatly to the simplification of teaching.

Mrs. Rachel S. Howland issued a reader which was called "The Christian Reader."

George B. Emerson delivered an address which was published in Boston, 1842. This address was prepared for "The American Institute of Instruction" at their meeting in New Bedford in that year. J. F. Emerson, principal of the New Bedford High School, wrote on "Coöperation of Parents with Teachers," 1851.

Walter S. Allen was the author of numerous review articles, and published pamphlets on various subjects relating to social and economic relations.

A young man who worked in the cotton mills of New Bedford, afterwards going through college and entering the ministry, gave a very graphic recital of life in a cotton mill, in a book entitled, "Through the Mill" by "Al Priddy" (Frederick K. Brown). Mr. Brown afterwards wrote on his experience in school, with the title "Through the School," then a later publication called "Man or Machine—Which?"

Benjamin K. Rodman, in 1840, wrote a forceful plea against imprisonment for debt, called "A Voice from the Prison." Mr. Rodman himself was imprisoned for some months. He made it a matter of principle. During the three preceding years he states that in New Bedford

alone there were 438 commitments to prison for debt. The episodes of Little Dorrit were in some respects duplicated here.

In science, New Bedford authors have made a very good showing. Dr. John Spare in 1865 published "The Differential Calculus with Unusual and Practical Analysis of Its Elementary Principles and Copious Illustrations of Its Practical Application." This book was thus reviewed by the American Literary Gazette and Publishers' Circular. "It gives intellectnality and vitality to the calculus without emasculating any of its difficulties. He is entitled to the credit of having made a very important contribution to mathematical study." Jaded novel readers in search of something new would certainly find it in the books and pamphlets written by Professor C. N. Haskins, formerly of New Bedford, now a professor in Dartmouth College: "Note on the Differential Invariants of a Surface and of Space"; "On the Invariants of Differential Forms of Degree Higher Than 2"; "On the Invariants of Quadratic Differential Forms"; "On the Zeros of the Function,  $P(x)$  Complementary to the Incomplete Gamma Function"; "On the Measurable Bounds and the Distribution of Functional Values of Summable Functions."

In Henry Willey, for many years editor of "The Standard," the world recognized one of its most profound students in the abstruse subject on which he wrote in his "Introduction to the Study of Lichens," published in 1857, and "The Enumeration of the Lichens Found in New Bedford, Massachusetts, and Its Vicinity," published in 1892. These books gave Mr. Willey deserved prominence in his chosen field of study.

E. W. Hervey published three or four notable books of more than local interest, namely, "Plants Found in New Bedford and Its Vicinity," 1860; "The Flora of New Bedford," 1891; and, "Observations on the Colors of Flowers and Leaves," in 1899.

Though there is no record of publications directly attributed to R. C. Ingraham, it is well known that the services he rendered to students and writers were invaluable. A thorough student in many lines, his interest and help in scientific subjects were especially noteworthy.

Professor C. F. Chandler, for many years an honored professor in Columbia University, wrote and published many books on chemistry and allied subjects. Professor Chandler later received many distinguished honors in connection with his long and honorable service as a professor in Columbia University.

Miss Ida M. Eliot, in her book "Caterpillars and Their Moths," interested a large circle of readers in a subject which had not been so fully treated in a popular way before.

Among the recent writers on scientific subjects three New Bedford men are attaining prominence; Professor Slocum, Professor of Astronomy at Wesleyan, who has contributed many articles to scientific jour-

nals; Ralph Beetle, assistant Professor of Mathematics in Dartmouth—he has published various contributions to mathematical science; Frank B. Wade, teacher of Chemistry in an Indianapolis High School, author of various works in his chosen subject.

In the applied, or useful arts, a curious little book published in 1859, written by Phebe H. Mendell, was called "The New Bedford Practical Receipt Book." During the last few years books on our most important industry have been written by Christopher P. Brooks, the first principal of the New Bedford Textile School, and for many years at the head of the Textile Department of the International Correspondence School, Herbert E. Walmsley, Henry W. Nicholas, and Thomas Yates. Many of these books have been used for years successfully as textbooks in textile schools, and are constantly in use by students on subjects relating to that industry. Mr. William F. Durfee, of New Bedford, an inventor of fundamental processes in steel manufacture, contributed to many scientific journals.

In the department of fine arts one New Bedford author has written many delightful books on famous painters and artists—Estelle May Hurlt, one of the few natives of New Bedford honored with an extensive notice in "Who's Who in America."

The *cacoethes scribendi* attacked the early inhabitants of New Bedford with considerable vigor. The writers of poetry commenced late in the eighteenth century when New Bedford was a town of a very few thousand people and naturally the opportunities for culture were few, yet even in 1789 Elisha Thornton, who had acquired some local fame by publishing almanacs and dabbling in astronomical lore, published a poem on the slave trade, later republished in Ricketson's "History of New Bedford."

The first principal of the Friends' Academy was John Maitland Brewer. A poem by him was published in "The New Bedford Courier," June 19, 1827. Half a dozen lines will give very well the character of the versification, and it will be safe to say that nine-tenths of the so-called poetry published in the early part of the century was modeled on the same plan:

Shall Ostentation hear its praises rung  
And unobtrusive merit not be sung?  
Shall dazzling vices be the poet's theme  
While modest virtue sink in Lethe's stream?  
Shall fields of blood in future days be shown,  
And Bedford's classic hill remain unknown?

In the "Harp of Acushnet," poems by Mrs. Elizabeth Hawes, published in 1838, we have the effort of probably the first female writer of this section. Many of her poems have local allusions, but very little in the way of description. The following poem on a clambake is not with-

out interest. It was written and sung at a village "Feast of Shells," held at "Woods Grove," Fairhaven, September 3, 1838:

Let others sing the rosy god  
 Beneath the purple vine,  
 And bow them to the tyrant's nod,  
 And pour the sparkling wine;  
 Another theme the Muse for me  
 Has chosen from her wells—  
 'Tis this—beneath the green-wood tree  
 To sing the "Feast of Shells."

When Ossian struck his lyre among  
 The Caledonian hills,  
 And charm'd the echoes as they sung  
 Beside the mountain rills,  
 He tund'd his harp they say of old—  
 His fame the story tells—  
 And sung in strains both soft and bold  
 The ancient "Feast of Shells."

Here oft the dusky forest maid,  
 And hunter of the wood,  
 Beneath the oaks have careless stray'd,  
 Or musing here have stood.  
 And many a distant warrior band  
 Has left its crags and fells,  
 Upon Acushnet's banks to stand,  
 And grace the "Feast of Shells."

But now no more their songs are heard  
 To break the stilly night;  
 No more the thicket leaves are stirred  
 By scalping knife so bright;  
 No more wild echoing through the air  
 Are heard their savage yells,  
 And cause the pallid maiden fair  
 To leave the "Feast of Shells."

How fearlessly we've gather'd here,  
 Those days of blood are o'er,  
 Not even the nimble footed deer  
 Is seen upon our shore,  
 No gloomy sprite shall frighten us,  
 Nor Folly with her bells  
 Of Reason's crown shall lighten us—  
 She rules our "Feast of Shells."—

And as we sing the groves shall ring,  
 So merrily this day,  
 For none but happy hearts we bring  
 Beneath the green-wood gay;  
 The old and young together join,  
 For here a spirit dwells  
 That brightens with its smile divine  
 Our village "Feast of Shells."

Charles G. Congdon, a resident of New Bedford for many years, afterwards connected with the "New York Tribune" as editorial writer, published poems of good repute, and also several volumes of essays, which have a good deal of merit. The titles of some of his works are "Flowers

Plucked Along the Journey of Life," "Tribune Essays," "Carmen Saeculare." Like his distinguished uncle, J. B. Congdon, he was interested in all branches of literary effort. James B. Congdon, although not profound as a scholar, yet probably did as much as any one man to elevate the literary atmosphere of New Bedford. Nothing of human affairs was alien to his interests. Whether it was on the subject of municipal affairs, on the conduct of the Free Public Library, on the reminiscences of local characters, or the dedication of a cemetery, or the recognition of the honors due to the heroes of the Civil War, James B. Congdon was always ready with his pen, and his voice, and his friendly assistance.

Among the poets of the middle of the century, Rev. Walter Mitchell deserves a high place; although his poetical writings are few, one of his poems, "Tacking Ship Off Fire Island," is regarded by lovers of the sea as one of the finest marine poems ever written.

The weather-leech of the topsail shivers,  
The bowlines strain, and the lee-shrouds slacken,  
The braces are taut, the lithe boom quivers,  
And the waves with the coming squall-cloud blacken.

Open one point on the weather-bow,  
Is the lighthouse tall on Fire Island Head.  
There's a shade of doubt on the captain's brow,  
And the pilot watches the heavy lead.

I stand at the wheel, and with eager eye  
To sea and to sky and to shore I gaze,  
Till the muttered order of "Full and by!"  
Is suddenly changed for "Full for stays!"

The ship bends lower before the breeze,  
As her broadside fair to the blast she lays;  
And she swifter springs to the rising seas,  
As the pilot calls, "Stand by for stays!"

He was a classmate of Senator Hoar, who said of him, "I am inclined to think that the one member of our class whose fame will last to remote posterity, a fame which he will owe to a single poem, is the Rev. Walter Mitchell."

Though born in Nantucket, he spent his early manhood in New Bedford and began the practice of law in the office afterwards taken over by Mr. Crapo. He afterwards became an Episcopal minister, and wrote several novels that may still be found upon the shelves of libraries.

The first President of old Dartmouth Historical Society, the Hon. W. W. Crapo, was the poet of his class at Yale, and the result of his labors was regarded as so important that it was printed by the request of his class. It would be an interesting subject of speculation to consider the results if he had pursued the poetic muse instead of following the lure of legal activities and possibilities. It is certain that the faultless diction, of which he is a master, would not have hindered the happy expressions of poetic thoughts.

In 1896 E. H. Macy published a poem called "Between Whiles." Rev. H. W. Parker, pastor of the North Congregational Church, wrote a poem entitled "The Despised Race," 1863.

Coming down to the present, one of the most important literary products of New Bedford is William C. Lawton, whom New Bedford should be delighted to honor. He has written with vigor, with clarity, with beauty of expression, poems as in "Folia Dispersa," books in appreciation of the works of literary masters, as in his "Study of the New England Poets," "Art and Humanity in Homer," "Introduction to Classical Greek Literature," "Introduction to Classical Latin Literature," "Successors of Homer." These are a few of his works.

Francis B. Gummere, the first principal of the Swain School, occupies a high position among American essayists on literary subjects. Some of his works are "Democracy and Poetry," "The Beginnings of Poetry," etc.

A Methodist minister, who was for a few years in Fairhaven, published a book which indicated a good deal of research, "The Student's Shakespeare," 1880.

Julius Kirschbaum, for many years a resident of New Bedford and a close student of literature, issued a play in German, entitled "Der Mensch Denkt, Gott Lenkt."

Dr. Henry Wood, professor in Johns Hopkins for many years, has rendered distinguished service by his many writings on German literature and allied subjects.

Mrs. Lucy M. James contributed poems for a number of years to the Poet's Corner of "The New Bedford Standard."

A few years ago a mill operative of New Bedford, John Spollen by name, showed a great deal of poetic talent in two or three light books of poems which he wrote, one entitled "The Whalemans and Other Sea Songs." The initial poem expressed the desire that the New Bedford whalemans should at some time be recognized by a statue which would commemorate his valorous deeds. He wrote also "Mary Ann, or Advice to a Street-Walker, and Other Poems," and "The Adventures of a Tramp."

Associated with New Bedford by marriage and as a temporary resident, we should mention N. P. Willis, whose poems were widely read, and whose influence was far-reaching on the manners and literary tastes of the generation fifty years ago. As is well-known, he married an adopted daughter of Hon. Joseph Grinnell.

L. S. Judd, of Fairhaven, now an assistant in the New York Public Library, has written poems of some merit.

"French Revolution" first given before a literary society of Dartmouth College in 1780, and published in New Bedford in 1793, was by an unknown author; probably some modest student from this vicinity.

In the Department of Travel we should expect New Bedford to be preëminent, since no city in the country has had so many world-wanderers as has our own city from the time when Edmund Burke spoke of the whale men of New England. "No sea but what is vexed by their fisheries, no clime that is not witness of their toils." But though the wanderlust affected so many of the residents of this section, when it came to describing their journeys—that was another problem. They were not skilled with the eloquence of Othello to tell "of moving accident by flood and field, of hair-breadth 'scapes," nor could they paint vivid sunsets which "the multitudinous seas incarnadine." They used no flowery language in describing their perils and ventures on many seas, but rather furnished the raw material for others to work up into stirring tales. The average record of the wanderers of Old Dartmouth reads something like this:

"Remarks on Thursday, March 22, 1832. These 24 hours begins with moderate winds and pleasant weather. Employed cutting in the whales. At 4 p. m. finished. At 7 p. m. spoke Rosalie and got a large whale. At 8 p. m. headed to the north with the main topsail aback for the night. At daylight made sail, and commenced boiling. At 9 a. m. saw sperm whales. Lowered the boats, got three whales. Latitude, by observation, no° 28" n. longitude 123° w. So ends these 24 hours."

Nothing in these meagre records to show in picturesque detail the tremendous activities, constant dangers, the picturesque incidents of voyages which took these intrepid sailors around the world, and almost from pole to pole. Nothing of mutinies, maroonings, fights with infuriated whales, water spouts, storms, shipwrecks, desertions, adventures with furious savages—all this is to be read between the lines and hinted at by incidental reference. But their adventures have not lacked for chroniclers. The actual participants in these adventures rarely wrote books, yet they have furnished material for historian and fiction writers.

Among the few books of travel written by New Bedford men is Reuben Delano's "Wanderings and Adventures, Being a Narrative of Twelve Years in a Whaleship," published in 1846; "The Arctic Rovings or Adventures of a New Bedford Boy on Sea and Land," by D. W. Hall, published in 1861; the well-known "Gam" by Captain Charles Henry Robbins; "Life on the Ocean, or, Thirty-five Years at Sea," being the personal adventures of the author, W. C. Paddock, 1893; "Brief Extracts from the Journal of a Voyage Performed by the Whale Ship Mercury," by Stephen Curtis, Jr., 1844; "The Captive in Patagonia," by Benjamin F. Bourne, of New Bedford, published in 1853; "Story of the Catalpa," and the adventurous rescue of Irish prisoners, written by Z. W. Pease, editor of "The Mercury." We must mention an account of the first small boat voyage across the Atlantic, written by Mrs. Crapo, the title being

"Strange but True, the Life and Adventures of Captain T. Crapo and Wife," published 1893. Joshua Slocum must not be forgotten, who wrote his wonderful story, "Around the World in the Sloop Spray," published in 1903. This has become almost a classic, and has proved of extreme interest to young and old alike. Captain Slocum had previously written "The Voyage of the Liberdade," in which vessel he had made a trip from South America. This was published in 1894. It is a curious fact that Captain Slocum, who had wandered the world over in a small boat, unaccompanied, and through perils of every sea and every clime, should finally have lost his life off the New England coast, practically in his home waters.

A book entitled "Life in Feejee, or, Five Years Among the Cannibals, by a Lady," is said to have been written many years ago by a Mary Wallis, the wife of a sea captain who sailed from New Bedford. The book is regarded by those conversant with life in the south seas as being the best picture of the real Fiji, and that her memory is still cherished by the islanders is evidenced by the fact that her name is given to many a little black baby.

One of the most noted of New Bedford's travelers was a native of this city, Col. George Earl Church, who by his explorations and his scientific work in South America acquired world fame in that continent and in Europe, attaining the honor of a vice presidency in the Royal Geographical Society. Col. Church was chief engineer of the Argentine railroad, and a prolific writer on South American exploration and commercial development, as well as on Mexican Revolutionary history.

The next division of our subject takes up biography. Two of the old-time clergymen of New Bedford wrote biographies of some interest. Mark Trafton, who was at the County Street Methodist Church, wrote "Scenes in My Life," 1878. George L. Prentiss, about 1850 connected with the Trinitarian Church, wrote a life of his wife, Elizabeth Payson Prentiss. Mrs. Prentiss became a prolific writer of religious fiction, her "Stepping Heavenward" being especially noteworthy.

Among the various biographies written by New Bedford people are Mr. Crapo's "Memoir of John S. Brayton," Benjamin Rodman's "Memoir of Joseph Grinnell," "The Autobiography of Joseph Bates," an Advent minister who had more adventures than one usually associates with clergymen of that denomination, a Life of George Fox entitled "Valiant for Truth," written by Ruth Murray. "Biographical Sketches of the Graduates of Yale College," a remarkably complete and accurate compilation in six volumes, by Franklin B. Dexter, who was born in Fairhaven, Daniel Ricketson and his friends, written by Walton and Anna Ricketson, "Biography of Samuel Clemens," or Mark Twain, written by Albert Bigelow Paine, a native of New Bedford, "From Bondage to

"Freedom," written by Frederick Douglas, who lived in New Bedford for a number of years immediately following his escape from slavery. J. N. Morrison wrote "Memoirs of Robert Swain," and a concise history of the French in America, entitled "Histoire de la Race Francaise," was written by l'Abbe Magnan, published 1912. A book just appearing from the press is "Memoranda written by William Rotch." Several New Bedford people have been the subject of biography by writers from outside. John S. C. Abbott, the historian of Napoleon, wrote a life of Elizabeth T. Read. Abraham Shearman, the first New Bedford printer, was the subject of a biographical sketch by one of his family and recently published. The life of Dr. William G. Eliot, Jr., was written by Mrs. Christopher Eliot, his daughter-in-law. A sketch of Elder Daniel Hix was written by S. M. Andrews.

As this section of New England was the birthplace of the early residents, and the home of the ancestors of most of the English speaking colonists, it would be expected that New Bedford should have valuable genealogical material, and that it should be written up by New Bedford authors, and it is a fact that some valuable work has been done.

The history of the Howland family, by Franklin Howland, with the title, "Genealogical and Biographical History of Arthur, Henry, and John Howland and Their Descendants of the United States and Canada," is constantly consulted.

The publication by the Free Public Library of "The Field Notes of Benjamin Crane, Benjamin Hammond, and Samuel Smith" was a monumental work, most ably edited by Alexander McLellen Goodspeed, who prefaced the work with an interesting biography of Thomas Crane.

"Certain Comeoverers," or the history of the Crapo family, by Henry Howland Crapo, attracted wide attention by its valuable contributions to family history and its unique style, which has given to a genealogical work the value of being eminently readable.

William M. Emery has written important books on Maine genealogy and history.

"The Narrative of Thomas Hathaway and His Family, Formerly of New Bedford, Mass., with Incidents in the Life of Jemima Wilkinson, and the Times in Which They Lived," by Mrs. William Hathaway, Jr., is also an interesting piece of writing, and is much sought after by genealogical and historical students.

Ray Greene Huling, formerly principal of the New Bedford High School, wrote extensively on historical, geographical, and pedagogical subjects.

The history of this section has been well covered in the volumes by Daniel Ricketson, supplemented by the later writings of Anna and Walton Ricketson, the monumental history of New Bedford by Leonard B.

Ellis, the "Board of Trade History" by W. L. Sayer, and others, the "Centennial History of Fairhaven" by four joint authors. Of these histories that by Mr. Ricketson is of great interest and throws a flood of light on the early history of this section. The work of Leonard B. Ellis is very comprehensive, and furnishes a detailed account of many of the incidents and industries of New Bedford up to very recent times. This history is also very well indexed.

"The Story of the Friends' Academy" was prepared by Thomas R. Rodman. The writings of James B. Congdon abound in biographical and historical notes, mostly in manuscript, but some were published.

The Old Dartmouth Bi-Centennial in 1864 with the addresses, especially the historical address by William W. Crapo, and the poem by James B. Congdon, published in 1865, proved a fitting memorial of this notable anniversary.

The history of the New Bedford Fire Department was well covered by Leonard B. Ellis, while the story of the churches of New Bedford was written by James S. Kelley.

Other New Bedford residents who have contributed to historical research are notably Henry M. Dexter, Henry B. Worth, the accomplished secretary of our society, whose studies on colonial architecture and on Nantucket history have been of great value, Rev. A. H. Quint, the historian of a period of the Civil War, embraced in his book "Potomac and the Rapidan;" the accomplished historical student, Miss Anne Russell Wall, whose many historical lectures have been supplemented by books and pamphlets on history and literature; Dr. E. R. Tucker, who wrote on New Bedford before 1800; Henry B. James, "Memories of the Civil War," edited by Lucy M. James, 1898; Frederick E. Cushman, "History of the 58th Regiment, Massachusetts Volunteers," 1865; W. C. Macy of the old firm of Buckminster & Macy, who continued the story of Nantucket from the narrative of his relative, Obed Macy; Charles S. Kelley, who has written on the New Bedford Protecting Society; Edward Denham, whose historical studies have extended over many years and who made the index for the publication of the Maine Historical Society, considered one of the best indexes to historical work which was ever prepared. J. Henry Lee, formerly of Fairhaven, pursued his genealogical studies in England and this country with great precision and accuracy. All these make a commendable list of New Bedford authors on genealogy and of historical studies.

One other book we should not omit, an interesting document of the early Friends, "Memoirs of Life and Experiences" of Sarah Tucker of Dartmouth.

Among the latest writers is Frederick Wallingford Whitridge, the New York financier, a native of New Bedford, who has written a book

entitled "One American's Opinion of the European War: an Answer to Germany's Appeals."

Finally the publications of the Old Dartmouth Historical Society now numbering 43 furnish a fund of information, much of which is not elsewhere obtainable.

And what of fiction produced by New Bedford authors? George Fox Tucker in several short stories, notably "The Quaker Town," has vividly pictured life in the New Bedford of forty years ago. Others of his stories have many references to this section. A book written about twenty years ago by Wilder Dwight Quint, the son of Rev. A. H. Quint, and who spent his early life in New Bedford, caused a good deal of interest in this vicinity. The book was called "Miss Petticoats," and was written in collaboration with George Tilton Richardson. Rev. Walter Mitchell, whose poems we have spoken of before, wrote two or three novels after he entered the ministry. A. C. Swasey, (Mrs. A. C. Field), the daughter of Dr. Swasey, published stories in periodicals. Miss Frances Delano, of Fairhaven, has written two or three juvenile stories of interest. Miss Adeline Trafton, a prolific novel writer, was the daughter of Mark Trafton, who for many years was a clergyman in this city, and Elizabeth Prentiss, the author of "Stepping Heavenward," and other religious novels, was the wife of Rev. George L. Prentiss, of the Trinitarian church. Mrs. Mary J. Taber has translated stories from the German, and has also contributed original matter to periodicals. Albert Bigelow Paine, referred to above as the biographer of Mark Twain, has written stories, many of them of great interest. He has written some very attractive juvenile stories also, one of the most popular being "The Arkansaw Bear." The most prolific writer is Frederick W. Davis, who has written a multitude of novels under various pseudonyms such as Nicholas Carter, Scott Campbell, etc. These novels are written with amazing rapidity and have a very large clientele of readers. Two of the titles may be mentioned, "Reaping the Whirlwind," by Nicholas Carter, and "The Fate of Austin Craig," by Scott Campbell.

The most promising of the present day novelists born in New Bedford is William J. Hopkins, whose "The Clammer," first published in the "Atlantic Monthly," revealed a literary stylist whose work gave promise of exceedingly good results. His later publications have amply fulfilled this expectation. Likewise, his Sandman stories for very young children are most delightful and show the same keen analysis of child nature which his mother had demonstrated in her works on psychology.

In "Moby Dick," by Herman Melville, is an interesting chapter on the sailors' quarters in old New Bedford. "The Cruise of the Cachalot" by Frank T. Bullen, pictures this city. "Miss Petticoats," just referred

to, is a story which has its scenes entirely in this immediate locality. Richard Harding Davis has referred to New Bedford and Fairhaven in a number of his stories and books, one of the latest references being in "The Log of the Jolly Polly." Kenneth Weeks, in a volume of sketches called "Driftwood," has a very appreciative reference to the history of New Bedford. Lady Emmeline S. Wortley, in her travels in the United States published in 1851, refers to her experiences here. George Fox Tucker contributed to the "New England Magazine," an article on New Bedford. An amazing item in the last edition of the "Encyclopedia Britannica," makes interesting reading, although the accuracy of the statement might be seriously questioned. The author of the article on the whale fishery says, "Whenever practicable, the whales caught by the vessels belonging to the great sperm whaling station at New Bedford are towed into the harbor for flensing." The author must have had in mind the painting by William A. Wall, which hangs on the walls of the Public Library, showing the sloops of the early days bringing in their cargoes ofubber to trade with the Indians.

In bringing to an end this fragmentary paper on the writers of New Bedford, we can only say that though our search has revealed no rich Argosies, freighted deep with learning, with eloquence, with stores of accumulated wisdom, and a very few of the sharp-prowed clipper ships of brilliant satire and romance, yet the blunt nosed craft like our staunch whalers have touched at various ports in their course, and always have brought home useful cargoes, with occasional rich bales, and lumps of ambergris. So it is very fair to say that even in its literary productions, the writers of New Bedford have lived up to the city motto, and can say they too dispensed light.



## CHAPTER XLIV.

### The Story of Water Street and Other Old Streets.

By Elmore P. Haskins.

The town of Portsmouth in 1657, reduced the quantity of land allotted to each of its citizens. It further discouraged the coming of new settlers, by voting that nearly all the undivided land "be a perpetuall comon to the town for ever." Six years before, 1652, thirty-six dwellers in the town of Plymouth purchased nearly one hundred and forty square miles of territory whose northern boundary was not far from this crowded district. A stream of home makers from the island of Rhode Island and elsewhere settled on this "goodly land." The Plymouth Colony, by its persecution of the Quakers, enriched this settlement with the names of Allen, Wing, Kirby, and Gifford. Six years later, in 1664, so numerous had they become, that they were granted the rights and privileges of a separate township by the Court of Plymouth.

We pass over a period of nearly one hundred years, when on the west side of the Acushnet river, in 1760, a little village was begun. We do not know when the first vessel sailed down the river, past Palmer's Island, out into the Atlantic in search of whales. Perhaps earlier than 1750. In 1760, the business on both sides of the river, of fitting the little whalers, trying out the oil from the cargoes of blubber, was of considerable magnitude. It became a problem, where to house the mechanics, mariners, and laborers, who in increasing numbers, sought employment on our shores, but the real estate men of that day were alive to the situation. Elnathan Eldridge bought a six acre tract, not including the oil works and ware house thereon, and named it Oxford. Noah Allen purchased twenty acres farther down the river and called it Fairhaven. These land developers knew the drawing power of a euphonious name. Near Noah Allen's purchase also, there were oil works and a store house. These large sections of land were divided into house lots and offered for sale.

To further develop his growing business, and to meet the competition of his friendly rivals, Joseph Russell sold portions of his farm near the river. It was easy to purchase land in Fairhaven, and that side of the river, perhaps gave promise of greater prosperity. In December, the month that Joseph Russell sold his first piece of land, Noah Allen delivered the deeds of seven house lots to future home makers; two coopers, two mariners, two yeomen, one laborer, and a cordwainer or shoemaker.

But these rapid sales sealed the future of the eastern bank, for, when, in 1765, Joseph Rotch desired to transfer his whaling industry from

Nantucket to the mainland, he was unable to buy sufficient land in Fairhaven for his purpose. He bought the famous ten acre tract in Bedford Village, and our future was secure.

Let us consider a few dry facts relating to the acceptance of the different parts of Water street. Before Joseph Russell sold his first house lot "at the foot of my homestead farm," there was a path or way along the shore. It ran close to the river at Commercial street, wound over Prospect Hill, and to the Kempton Line. In 1764, William Macomber purchased land on Joseph Russell's northern boundary on the shore with "the privilege of passing at any time, and at all times in a drift or bridle way by gates and bars to ye open way." The open way is the present Union street. He bound his heirs and assigns "to maintain a good cart gate at ye said open way."

About 1764, Joseph Russell prepared a plan showing both sides of Main street with cross streets well defined. The plan is lost, but Water street from School to Madison streets is easily traced by deeds. Through the efforts of Joseph Rotch, the connecting link from Lowden's line, a few rods south of Union street to School street, was made. This completed a continuous road for all the owners of the land in the new settlement. In 1769, the town of Dartmouth accepted this road or way, from the purchase of Joseph Rotch, north of Union street to present Madison street, and Water street first became a public highway. We learn from an old map of Joseph Pickens, surveyor, that not until 1788, ten years after the town was destroyed by the British, Water street was extended to Bridge or Middle street. There were serious difficulties at the south; two rope walks barred the way. It was opened from near Griffin street to the Cove in 1825, but five years elapsed before the obstructions were removed and the connecting link made. The line of the shore was far west of Water street north of Middle street. Not until 1840 was the extension made as far as North street.

The opening of Water street from North to Hillman was the cause of the most exciting meeting in the history of the town. The record is easily found, but it may be of interest to recall the public spirit exhibited by the citizens of that day. Meetings were held twice daily for three days. At the close of the sixth session there were three hundred and fifty-two men present. The street was accepted, and the town voted to release Samuel Rodman from his bond of two thousand dollars for damages paid to George Howland, his opponent and co-owner in the land. Fearing, however, that his fellow-townsmen might misconstrue his action in accepting this release, prompted by his high sense of honor, he paid the amount into the public treasury. The bounds of Water street have since remained unchanged, except the widening of John Lowden's right of way from Union street south to School street. Water

street is one hundred and thirty-seven years old. For one hundred and thirty-seven years have the descendants of the Pilgrims, and a host of men from every land and clime used this street as a public highway. Let us glance at the surroundings where it began:—

In 1765, five houses, a blockmaker's shop and the buildings of William Macomber, cordwainer, were all that marked "The Little Way." To the east, near the present Center street, was a small structure covering a few try pots. There were probably a few shops and other buildings connected with the infant industry. This was Bedford Settlement in 1765.

Thirteen years later, when the Redcoats marched down King street to take revenge on Bedford Village for the ravages of its privateers, they found Water street a hive of industry, a store-house of treasure. It was lined with dwellings, stores, and shops. One of our historians, Daniel Ricketson, furnishes us with a list of sixteen houses then on Water street, of which ten were standing in 1846. Many of the twenty shops, including the distillery, were there. These were the days of pod-augers, goose-quill pens, and handmade nails; when painters ground their lead between two stones. We marvel to-day at the amount and quality of the work done in those early years. Men felled the trees in the forest, made the tools, and built the ships that weathered the gales for half a century. They built houses not only durable and strong, but some of whose details are reproduced to-day as models of beauty. On the water front they filled the land, made the streets, dug the wells, and built the wharves.

The morning of September 5th, 1778, dawned on a Water street rich with the results of enterprise and labors on land and sea for a decade. It closed with many of its homes, its stores, its warehouses, its ships, and even its wharves in ashes. The value of the property destroyed was estimated at half a million. Even Joseph Russell, so the record states, was stripped of nearly all his property, and Joseph Rotch left the village. In a few years the war was over, the men of Bedford Village, though broken in fortune, took heart again, and Water street stirred with new endeavor. From 1820 to 1857 were the years of our greatest financial gains; from 1785 to 1812 were the constructive years that made the latter success a certainty. In these years, the wharves we see to-day were located. Substantial buildings were built that were used for purposes connected with the whaling until its decline. A glance at the map of Elisha Leonard, shows the names of the purchasers and dates of the purchase of different parcels of land from 1760 to 1815. The greater portion of the farm of Joseph Russell, extending from a few rods north of Union street nearly to Madison street and from County street to the water, had at this date been conveyed. That portion of the

Kempton farm east of Foster street had also been sold to house lot purchasers. The new owners were in many instances connected with some branch of business on Water street. By this test, we are assured of the prosperity on our money-gathering thoroughfare. Water street has suffered in three wars; destroyed in 1778, prostrated in 1812, despoiled in 1860.

The effects of the struggle of 1812 are described in Ellis's "History of New Bedford." He writes: "Bedford Village was in a sad condition when the second war with England was brought to a close. The wheels of industry had long since ceased to move, and the fleets of vessels that had brought wealth and prosperity had been driven from the ocean; her shops and shipyards were closed; her wharves lined with dismasted vessels. The port was closed against every enterprise by the close blockade of the enemy, and the citizens wandered about the streets in enforced idleness." Peace was at length declared. Enthusiastic citizens covered the four corners with arches and bunting, illuminated their homes with candles and the light of good sperm oil, and even greeted the Corsicans with the glad hand of common rejoicing. Water street again fitted its ships, and the long silent anvils rang with the sound of productive toil.

Water street was at first a place for dwellings. The view from Prospect Hill of the winding shore, the cedar covered islands, the broadening bay, and the beauty of the farther shore,—these made old Water street a residential thoroughfare that to-day has not an equal. Joseph Rotch chose for the site of his first home the spot where now stands the building of Wood, Brightman & Co. Its character is now unknown,—it was destroyed in 1778.

In 1789 and 1801, William Rotch presented to William Rotch, Jr., and to Samuel Rodman each a strip of land on the west corners of William and Water streets. Here they built their dwellings. Life must have been full of cheer in those two homes. The owners were the respected leaders in the social and business affairs of the town. The Friends meeting looked to them for support and not in vain. One building, the William Rotch house, with its old style front, can still be seen. It is the Mariners' Home on Bethel street. The other is within the large building on the old location. These we find in part, but we prefer in imagination to see the spacious rooms, with furniture now antique, the blazing hearth, and the kitchen with its swinging cranes. Brazilla Myrick, Benjamin Taher and Elnathan Sampson enjoyed their pleasant corners on King and Water streets. Here with neighbor Loudon and neighbor Shepherd, they gathered to talk of the catch of Russell's little fleet, the "Hannah," the "Nancy," the "Greyhound," and the "Polly." The boisterous crews of later days were then unknown. The

foundations of the distillery were not then laid, but they came full soon, and the four corners changed from a quiet place for children and for homes, to a place of noise and traffic.

South of Union was a long street, and the land on both sides had been divided into house lots. Here, with the unbroken shore before them, the early residences were built. Here lived Whippley, Sands Wing, and Leonard Jarvis, employed by the authorities of Boston to charter privateers and watch the British fleet. Here lived the Howlands, Grinnells, Allens, and many more whose names are household words. It was a charming neighborhood.

Here William Russell, chairmaker, built his home on the southeast corner of Queen (School) and Water streets. An interesting anecdote is told of him. When the British threatened the village, William Russell took the works from his tall clock and hid them in a distant wall. He returned in time to save his house, which had been fired by soldiers. In later years, its dwellers moved farther west. The taverns patronized by crews returning from long successful voyages changed quiet, residential Water street. For similar reasons, the corners of Middle and Water streets lost their reputation. We need not rehearse the well known story of the Arks. Unlike the ancient time, the scoffers were within, the righteous stood without. The buildings were of little value and the occupants are forgotten. The Arks were burned at different times, three years intervening between the riots. The same men who in their wrath destroyed the first Ark, joined a vigilance committee to prevent further outbreaks. The incident is valuable as showing the spirit of the citizens of 1826 and 1829; they corrected their own abuses. They violated the law; observing the effect, they rigidly enforced it. The list of 110 citizens who formed this vigilance committee is interesting; they were the representative men of the time. The organization has had a continuous existence and is now known as the Protecting Society.

We can hardly realize that ships stood high on their stocks and were launched from Water street. The "Dartmouth" that left its freight of tea in front of Boston, was built near Hazard's dock. Then, Hazard's dock was almost Water street.

The old "Rebecca" of 1785, claimed to have been the first vessel "round the Horn" in search of oil, was launched from Water street at North street. She was an enormous vessel, 175 tons burden, so the rumor ran. People came from far and near; from as far as Taunton and Bridgewater, to view the monster. George Claghorn was the builder, who also built "Old Ironsides." In his day the shore line was half way to Second street. After the land had been filled and the wharves extended, the large ships were built on the river bank, beyond

the line of Water street. Here at Maxfield street, the "Hillmans" built their splendid clipper ships, unsurpassed for beauty and for speed. At Belleville, the "Stetsons" launched the whale ships that filled the coffers of the merchants of our street. To the merchants of Water street, in large measure belongs the honor of the great success of our former industry; to the men who repaired the hull, calked the seams, who set the rigging, and bent the sails. When "Soule and Edwards" or Samuel Dammon had finished their work the owners felt secure. When Benjamin Gage or James Drew or the "Cannons" had calked the seams, letters from distant ports read: "Our pumps are seldom used." The rigging securely set by Curtis and Gammons or Amos Baker defied the howling blasts. They and many more—spar makers, joiners, block-makers, shipsmiths, whose faultless anchor chains saved many a vessel from destruction. The Water street mechanics, masters and men, by their honest work, made the long successful voyages a possibility.

Only one of the many oil refineries on this street now remains, that established by George W. Baker, before 1850. It is now operated by William A. Robinson & Co. One near Middle street helped to make the fortune of the founder of the "Swain Free School." These old stone buildings have been used for many purposes. David A. Snell established his mechanical bakery in the oil refinery of Samuel Rodman. Here was first introduced into New England the device of a revolving wheel within the ovens. This bakery was a busy place during the Civil War. Here, tons of army bread were packed by the deft fingers of a small army of boys and girls. "More boxes" was the constant cry. My brother was a sub-contractor in this department. The writer was a sub-sub-contractor and after school and Saturdays, filled knot holes and pieced the ends.

On the north side of the bank building, opposite the bakery, was a unique watering place. Water from springs beneath the Custom house, led through logs, fed the cannon fountain. The wells along and near Water street were in constant use. The old well beside the house of Samuel Rodman was famous. Another in Rose Alley had a reputation. An old prescription of a popular medicine, on the books of a neighboring druggist reads in part: "Aqua Rosa Pumpa." We look for the origin of the name of the alley. A rose garden in the rear of the house of Benjamin Taber bordered the path; its color and perfume pleased the dwellers of Water street, and they gave the name Rose to the little lane. There came a day when its odor changed and the change was great. It must have smelled to heaven, for our early historian says he always went through it on the run. A water boat supplied the vessels in the stream, filled from a pump near the corner of Water and Hillman streets. The old boatman would pump for hours with the regularity of a machine. On summer nights, the neighbors heard his even stroke well into the morning hours.

Among the financiers of Water street was a peculiar character: Asa Dyer. He followed a primeval industry—digging clams. His garb was more peculiar than attractive, the patches were legion. In the winter time numerous layers of canvas covered his feet. As the spring advanced a shedding process began. His constant fear of thieves led him to put his savings in peculiar places. A loose board in the wall, or floor and old chair cushion served his purpose. One of his old straw hats was accidentally destroyed; within the lining was a roll of bills. In his cellar was found old tin cans filled with war scrip. Even the Washington expert could not determine its value; the rust that doth corrupt had ruined his treasure.

At the head of Water street, at Middle, lived General Lincoln. Next east was the home of Asa Smith, postmaster and farther west Jehaziel Jenney, the joker of his time. The two west corners were occupied by Samuel Rodman, Jr., on the north, and Captain Reuben Swift on the south. Just south of Swift's stood the old shop of Anthony Richmond, the first coppersmith in the town. His partner was Timothy Dyer, a fervent Methodist. He put into the business the integrity born of the sunrise meetings in the old "Elm Street" loft. In this shop, Frederic Douglass studied his book, while blowing the bellows for his daily bread. In the height of his fame, he came back to the old place and chatted with his fellow workman, Reuben Gardner.

The corner of Elm and Water streets was always an attractive place for boys. Here in the old building, built in 1792 by Joseph Austin, were James and Giles Fales. Honorable names these in the little business world of Water street. Here they labored for fifty years, winning for themselves honorable names by careful labor and fair dealing. One window displayed guns and pistols; in the rounded window on the corner, watches hung in tempting rows. Opposite was a carpenter's shop, whose sign displayed a name found on the proprietor's records—Manasseh Kempton. Farther south, at the foot of Madison street was Dudley Davenport's shop, the most prominent builder of his time. His shop, three stories high, had a tower and clock. Beside the benches, men made, one by one, the doors and sashes that machinery now produces by the thousand. Later, a few machines were introduced, driven by steam.

To prevent a recurrence of great loss by fire, he used every precaution for the protection of his property. In a conspicuous place he posted this sign:

No smoking in this Yard,  
Except by John Pincard,  
In his chimney you may see  
Smoke enough for you and me.

Dudley Davenport and Robert Chase were rival carpenters. Each

built one-half of the bank building at the foot of William street. The shafts of the columns were to be made according to the rules of the order, so the specifications ran. The dimensions at the base and top were given. The diameter of the columns half way between the base and the capital was the uncertain quantity. How much should they swell? The builders could not agree. Looking at the corner columns in each group of four, the varying theories of the builders still appear. Major Warren, of Providence the architect, decided that the columns at the north, built by Robert Chase were right. It was in their day (in 1840) that Water street went on a strike.

The working day was from sun to sun. The wages were the same for the long day in June and for the shortest day in December. The mechanics desired that ten hours should constitute a day's work. The introduction of machinery and the increasing number of skilled workmen permitted a reduction of hours.

For three weeks Water street was silent, for the opposition among employers was very great. An open air meeting was held, at which George Howland was the chief spokesman. Mounting a barrel he declared that he would be the last man to submit to demands so unreasonable. Another speaker said the men ought to be ashamed to be seen going home in the middle of the afternoon. The men thought differently. More liberal counsels prevailed and the strike was ended.

There have been many changes in Water street north of Middle street. It was more than half a century after George Claghorn built the "Rebecca" that the shore line was straightened and our street grew in length to Hillman street. In his day, the line of the shore was half way to Second street. A little inlet to the spar yard of William Beetle and his son, Rodolphus, was covered by a bridge on the highway. It was a street for cooper and blacksmith shops, spar yards, and rigging lofts. The only chandlery store was that of Rodney French and Charles D. Burt, at Hillman street. The tide ebbed and flowed under the building, keeping ships' knees free from worms. At the head of Water street stood Rodman's cotton mill; later the building was used for a flour mill.

A fire that swept the section between North and Middle streets was one of the most destructive in our history. A ship, twenty buildings, and 8,000 barrels of oil were burned. Men with big brush brooms, in scorching heat and blinding smoke, beat out the burning embers, and saved 14,000 barrels of oil. The need of insurance was never more clearly shown. Ellis's History states that the loss was over a quarter of a million, while the insurance was less than \$7,000. Oil flowed in the streets and over the wharves into the docks. It needed but a slender outfit to catch oil that day; a depression in the street, a dipper and an

empty barrel. The lumber yard and planing mill of William Wilcox and his successors was a centre of the wood working industry. From about 1870 to 1885 was the period of its greatest activity. The old postmaster and General Lincoln would be amazed at the Water street of to-day. The site of their former homes is now "Bridge square." The best illustration of the change from the whaling industry to cotton is shown in the north part of Water street. The last whaler built on the Water front was launched from Howland's wharf. Here for fifty years vessels were fitted and great cargoes of oil were landed. To-day it is covered with coal for cotton mills. On the square where the oil was saved, and fortunes were made in whaling, stands a yarn mill. The story of the "four-corners" has often been told. Descriptions of the square between William and Union streets with its stores, its banks, and its famous lawyers are familiar reading. South Water street has been neglected. It had its ship yard in John Loudon's day. It has its foundries, its machine shops, its gas plant, and many more. Samuel Leonard, one of the greatest oil refiners of his time, would hardly find the old salt works at the Cove, nor in the great clubhouse discover his former home. Shunning the "broomstick train" and walking through the street now lined with blocks and stores, he would marvel at the foreign sights and sounds. We have only outlined in this paper the story of Water street. The changes have been many. The buildings will pass away. But the legacy that is ours, is the knowledge of the noble deeds performed by an army of self-made men, who were loyal, earnest, and scornful of ease. Their story is the story of Water street.

#### OTHER HISTORIC STREETS.

The following is also from the pen of Mr. Elmore P. Haskins:

When in 1652 John Cook, Samuel Hicks, George Soule, Samuel Cuthbert, Jonathan Delano, James Shaw, actual settlers and other purchasers, came from Plymouth to inspect their newly acquired possessions, they doubtless followed the old Indian trail from Plymouth to Newport. This trail, known as the "Old Rhode Island Way," or the "King's Highway" did not pass through what afterward became the industrial centre of the town of New Bedford. Leaving the head of the river, it followed the line of the Tarkiln Hill road to the present Acushnet station; thence through the Hathaway road to Smith's Mills, by the old road to Head of Westport; then through Tiverton to Dan Howland's Ferry (1685-1690) and thence to Newport.

To inspect this portion of their purchase, the new comers left the main trail at the head of the river and followed what is believed to have been a minor Indian trail, which ran beside the river bank, then up the slope near Weld street, and wound along the crest of the hill to Clark's Cove. Though lacking the water power around which the early settlers gathered at Smith's and Russell's Mills, the level land and wooded slope

on the west bank of the river appealed to the new settlers as desirable for farming purposes.

The Plymouth proprietors and owners of this territory made a partial division of their lands in 1690, and about 1710, Benjamin Crane, surveyor, defined the boundary lines of the various farms through which ran the old trail or path. Among the owners at this date we find the names Allen, Ward, Jenney, Pope, Willis, Kempton and Russell. One of the first records of this path is found in the old layout of 1704-05. It reads:

Laid out a drift way to go down through the lots on the West side of Cushingit river, to turn out of the Country road a little to the westward of the first brook on the west side of the bridge over Cushingit river where is now and so in the old path till it comes to a marked red oke bush and then to turn out on the west side of the old way and so to go along in the new path above the new fenced land till it comes to the land of Stephen Peckum, and then over the bridge in his pasture and then south-westerly till it comes into the path and thence along the path till it comes into the way that comes from Clark's Cove.

We may not be able to follow the bed of the first brook west from the river, or to locate the "red oke bush," or the bridge in pasture of "Stephen Peckum;" but in the County street and Acushnet avenue of our day, straightened to be sure, to meet the demands of a later time, we are, in part, following the old paths used by the Indians and the Pilgrims.

In 1800 the town of New Bedford laid out the road from Clark's Cove "to the way from the Head of the river to Tarkiln Hill." They laid it out four rods wide. In 1830 the street was accepted fifty feet wide from South to Kempton and the name changes from County road to County street.

To properly describe County street would be to rehearse a goodly portion of the history of the town and city of New Bedford, and add an important chapter to the records of the older town of Dartmouth. For a hundred years it was the main thoroughfare of the town, and residential from its beginnings. Near it were the substantial farm houses of our earliest settlers, Joseph Russell, Ephraim Kempton and Colonel Samuel Willis. In time, the heavy timbered lean-to or gambrel roofs gave place to more classical lines. Solidity was still the chief feature, but the style of architecture was borrowed from Greece. These houses, with frontages like Greek temples, dotted the old way and became the pride of the town's people. In 1835 Charles Francis Adams, after visiting us, writes in his diary: "We were taken to see the street which has risen like magic, and which presents more noble looking mansions than any other in the country." High walls, sheltered beautiful gardens, with quaint box-bordered beds, where traditions flourished as did the peonies and the larkspur.

This old way could boast of one garden, one of the finest in America, the James Arnold garden, where the flowers thought it their business and duty to bloom for the public; for here, contrary to all custom the public were freely invited, a pioneer step toward the development of a park system, a system which does so much towards giving happiness and contentment to the people of a city.

At frequent intervals trees were planted along the minor Indian trail, and these have made portions of the street of our day, picturesque indeed with their over-arching leafy branches in summer and their "twig tracery" against the sky in winter.

The soldiers of all wars have marched upon County street. Captain Church, the famous Indian fighter, trudged through it with his little band on his way to the Russell garrison (July, 1676). Captain Kempton's minute men, capable of "stout deeds," tramped through it. The Red-coats, flushed with victory from a raid on defenceless storehouses, marched bravely up King street to the County road, and on to Acushnet to the work of destruction of more defenceless dwellings. The soldiers of 1812 marched through it to certain victory. The street has known the footstep of every citizen soldier of the Civil War. It welcomed those who faced the fever and the danger of our latest war with Spain, and the men who have gone to the last and greatest of all wars. It has felt the thrill of patriotism of each Independence Day since public celebrations first began.

The broad, well kept thoroughfare, with its pleasant homes, is now dotted with churches. Rich as it is in historical associations and beauty, it will ever remain our highest pride.

The cart path of Joseph Russell is the present Union street. Its surface was rough and stony when in 1760 the produce of his farm was hauled to the shore in fitting the early whaling schooners for their little voyages of a few weeks cruising on the Atlantic. The business prospered and additional road facilities became a necessity. Joseph Russell had two fortunes within his grasp. One was in the sea, the other in his lands, and he seized them both. As early as 1764 he devised a plan whereby a prosperous village should be built upon the lower portion of his farm. This plan, in its development, was not only profitable to him, but was comprehensive and far-reaching in its results, and laid the foundation of our whole street system. It had Union street for its base and included Spring, School, Walnut streets and eight cross streets, commencing at the river. He assumed that the squares would soon be occupied by home-makers who were attracted by the increasing business at the river side, and his hopes were realized as the following will show.

The first land sold, on the line of future Union street, was on the south side of the open way extending from "the first street," now Water street, to the river. This was in 1761. In 1762, Elnathan Sampson purchased the land on the southwest corner of "the first street" and the open way. By the close of 1765, all the land on the north side of the way as far west as Acushnet avenue had been conveyed. Before the close of the year 1800, all the land with the exception of four lots, on both sides of the street, as far west as present Eighth street had been sold, and besides this, purchasers had been found for forty other parcels of land between Union and Walnut streets. By 1815, but six parcels remained un-conveyed in the tract bounded by Union, Walnut, County streets and the river.

It is interesting to note that one, the parcel of land situated on the southwest corner of Union street and Acushnet avenue, was purchased by Daniel Ricketson, Sr., and still remains in the possession of his family. The building now standing on this site was partly timbered from the oak trees which grew upon this lot.

The Russell comprehensive plan was realized. Rows of houses were builded on the trodden paths constantly widening by time and use. By 1800 First and Second streets had crossed the three parallel thoroughfares known in the early days as Queen, Spring and New streets. This

development was all but completely checked by the Revolution. During the war and in the three years following but two deeds were presented for record for Joseph Russell's land.

In considering the small number of recorded deeds in the decade following 1774, one reads between the lines the extent to which the war had absorbed the energy and business interests of the town north of Union street and developed the caution south of it.

In 1765 Joseph Rotch bought the famous ten-acre lot extending from the river nearly to Pleasant street. Its northern boundary was the south side of neighbor Kempton's land, one hundred feet south from Elm street.

Joseph Russell was far too wise to sell land by the acre on what might become a popular residential and business thoroughfare. For the south boundary of the ten-acre lot he established a line about two hundred and sixty-six (266) feet north of Union street. He also disposed of nearly all the land between this tract and County street. These sales established a division three hundred and fifty (350) feet in width between two sections of the town, which remains in part to this day. Joseph Rotch retained the entire tract during his lifetime and nearly his entire purchase remained in the Rotch family for sixty years and more.

So long and so perfectly was this section kept intact that Daniel Ricketson remembered well haymakers swinging their scythes where the Baptist church now stands. It was not until 1796, when the Congregational Society purchased for forty dollars the land where the Merchants' Bank now stands, that any portion of the great tract was sold.

A year before this sale and thirty years after the purchase of this central tract, William street was presented to the town for acceptance from Water street to a point a little over two hundred (200) feet west of the new church site, and Purchase and Second streets crossed the dividing tract.

Early New Bedford spread over the portions of two farms, one owned by Joseph Russell, the other by the Kempton heirs. The great farm of Ephraim Kempton, the first of the name to make Dartmouth his residence, extended from one hundred (100) feet south of Elm street nearly to Smith street on the north, and from the river to Rockdale avenue. On these farms grew two rival settlements. While Joseph Russell was planning a future city, and Joseph Rotch was looking forward to the capture of the oil markets of the world, the Kempton farmers perhaps saw visions and dreamed dreams of great clipper ships being builded on their shores, or their pastures and their swamp lands being occupied by homes, work shops and stores.

We cannot now state the time when the owners of the Kempton farm first opened the ways and streets upon which we travel to-day. Probably before the conveyances whereby we trace their lines—in 1772. Zadok Maxfield, cooper and surveyor, recorded the first sale of Kempton land on the corner of Maxfield and Second streets. As early as 1774 George Claghorn, builder of the "Constitution," established a ship-yard on what is now the junction of North and Second streets. The carting of the heavy logs for this yard may have opened a new path over the rocky hill. Its importance was so apparent that in 1787, thirteen years after the location of the ship-yard, it was accepted by the town as North street.

As we have already stated, there was a lack of cross streets between Union and this first street through the Kempton property. It will be interesting to note in part the differences developed on account of this separation. South of the Kempton line lived the men who owned the whaling and merchant ships; north of it lived the builders of these vessels.

At the south the Friends' meeting maintained its long, deep silences; to the north of the barrier the Congregational meetings rang with hymns. In those days the churches could not always be depended upon to sow seeds of unity, so if there were two churches, there must necessarily be two schools. The Friends, very early, established one on Bethel street, while the north proprietors established one on Purchase street. Rev. Dr. West seemed to have been the presiding genius of the latter, and no doubt the children of his parish formed the majority of the forty permitted to attend.

New dwellings, general traffic, church goers, school children, developed a new path, and the street we call Purchase crossed the barrier and was accepted from Union to Maxfield in 1795. For years streets developed north and south of the barrier, and dueats and decades were needed to unite them, nearly a century in fact to connect two of our great thoroughfares, Pleasant and Third streets. Though most of the cross streets are continuous in name they still refuse to cross their original boundaries.

We have North and South Second streets; North and South Sixth streets; Fifth and Pleasant street; Fourth and Purchase streets. Only one of these old streets, Acushnet avenue, can boast of a new name. In joining Third and Ray streets, both names were abandoned, and it is now one of our most appropriately named thoroughfares, though it is to be regretted that the name of R-e-a is lost.

The rapid growth of the town made an increasing demand for new thoroughfares. In the year 1800 a great interest in street extension was developed. Spring, School, Second, Fourth, Fifth, Sixth and High streets received attention. In the ten years following 1800 many new streets were added to the accepted list, Elm, High, Willis and Bush streets among the number. Roads leading to adjoining villages were also considered in the development of the town.

Even after Uriel Rea opened the first store on the corner of Prospect and "the First street," the people of the little settlement patronized Elihib Smith, owner of the saw and grist mills, from whom Smith Mills village derives its name. Here also was the most important store in the whole community, the great department store of the Cummings. To reach this store the customer must choose one of two routes. One to Acushnet, then by the Hathaway road, which was the old Indian trail; or along the head of Clark's Cove, past Bliss corner, then by way of the Slocum and Hathaway roads to the mills. To quote Abigail Dodge they were "twelve miles from a lemon."

In 1787 a street was opened from County street as far west as Noel Taber road—now Rockdale avenue, the west line of the Kempton farm. This was the year of separation of the town of New Bedford from the town of Dartmouth.

The inhabitants of New Bedford were anxious for a more direct way to one of their sources of supplies. The citizens of the parent town declined to grant the way. Why should they waste their substance to

save people of another town a few miles of travel? It was not until the year 1797, and only then by the order of the court, that the direct communication was made a possibility. This new connecting link proved of such mutual benefit, however, that in 1819, the two towns joined in laying out another straight connecting thoroughfare from Allen street in New Bedford to Elm street in South Dartmouth. From New Bedford to the Dartmouth line it is named Dartmouth street; in Dartmouth to the New Bedford line, it is called Bedford street.

Benjamin Crane, surveyor, a sensible broad-minded man, spent the major portion of the years from 1710 to 1721 in dividing the town of Dartmouth into farms and laying out its roads. Each road was four rods in width. After his death the "proprietors" passed an unwise vote in accordance with which all roads were laid out two rods wide. Fortunately County street followed the earlier measurement.

The first accepted streets of the town were short and of varying widths. Water street was thirty (30) feet wide; Union, forty-six (46); Second, forty (40); Fourth, thirty-eight (38); and Fifth, thirty-nine (39) feet in width.

The "red oak" or "crooked black oak" method of defining the lines of roads and streets caused endless trouble and confusion. In 1829 the town appointed a committee of prominent citizens to establish the lines of the streets of the town as accurately as possible, and secure them by durable monuments." The committee consisted of Samuel Rodman, Jr., Thomas Mandell, James Arnold, Abraham Gifford, Thomas A. Greene, Killey Eldridge and James Howland (2d). In their report they stated, that, while measures by course and compass might serve in an open country, in a compact town a few inches is deemed of sufficient importance to involve men in serious disputes and difficulties. They found that fences, stone walls and buildings extended liberally into accepted thoroughfares. They discovered that Joshua Davis' shop projected about two feet two inches into Second street; that Zenas Whittemore occupied three feet eight inches of the same street for his soap and candle manufactory; that his neighbor, Charles Cannon, had built his house and shop two feet five inches over the proper line; that "the wood house and chaise house of William Rotch, Jr., extended from five to nine inches beyond the south line of William street as now laid."

The committee recommended that these projecting buildings and fences be allowed to remain, unless the town for public purposes removed them at the town's expense. After stating that there still remained certain desirable changes that may be made the report closes as follows: "If, therefore, the town shall think proper to continue the committee for the purpose of effecting this object in such way as they may deem most eligible, and calculated to fix boundaries which shall hereafter be legal and conclusive on all parties, and report hereafter. It will meet the views of your committee, as to what the public good may require."

They established accurate and permanent boundaries for nearly all the accepted streets of the town, and the results of their labors remain to this day. When we see our surveyors digging up the corners of the older streets, we may be sure they are searching for the monuments of 1830. "Cut," their report says, "of granite, with tops squared and a cross cut or drilled hole marking precisely the line of intersection of the streets described."

Forty feet was considered the most desirable width for the streets of the town. A singular exception was North street, which in 1787 was accepted forty-eight (48) feet wide. It was too liberal in width, however, and in 1823 east of Ray street was reduced to the common measurement.

We wish that the fathers could have allowed us a few more feet of sidewalk for trunks of our splendid elms, a few more feet of roadway for their spreading branches, and a few more feet for sunlight and a broader view. But utility was the watchword of that laborious, accumulating time.

It was many years before the prejudice against any change could be overcome, and the desirability of wider thoroughfares acknowledged by the citizens and their officials. The friction caused by the widening of Pleasant and Purchase streets is still fresh in our memories. The records of town meetings and meetings of successive boards of aldermen and city councils, and the board of public works, teem with the minutes of discussions on the widening of our public streets.

In 1764 Joseph Russell made his plan, sold his lots, bounded on streets of his own plotting, and when they were built upon to the extent that his patrons demanded the service the town alone could render requested their acceptance. His friendly rivals at the north followed his thrifty example. The landowner of to-day goes one step further and erects his building in the line of future streets, feeling certain that he will be paid liberally for the damage he has caused the patient public, the city becomes an accessory after the act.

"The majority of our early settlers were a people that cared little for outward and visible signs." To perpetuate their family names by names of streets did not appeal to the early owners of the land. They cared little for such memorials. Joseph Russell might have named his "open way" after himself, but like a good and loyal subject he named it King street. The spirit that led New York citizens to pull down the statue of George III. and prompted good wives in the South to turn his portrait to the wall, led our people to change the names of streets from King to Main; from Queen to School. The name "Main" suited the people better, after the English soldiery had burned ships, warehouses and homes. Not the entire length was so called, for the splendid view from that portion east of Water street, gave it the name of Prospect street (1818). Thirteen colonies—rivals of one another, envious of one another, jealous of one another, instinctively hostile, in the presence of a common peril laid aside their jealousies and animosities, and formed a union of states—united by a triple bond, commercial, judicial and political. All of this history is commemorated in the name Union street.

With a wealth of local and colonial names at his command, Joseph Russell, with the plain simplicity of his time, gave numerals to his eight cross streets. He called the street which ran beside the river "the First street." When in 1769 it was accepted by the town, its name was changed to Water street. His "the Second street" is the First street on later maps, and the others were renamed as they now appear.

Some local condition or circumstance supplied a name in those early times. The copious springs near its eastern end furnished the name Spring street, and a walnut grove doubtless gave the name to Walnut street. There were flowing springs south of School on Sixth street. There was such a generous supply of water that an aqueduct association

was incorporated to carry it to the river, for local purposes, and for the supply of vessels. The company was dissolved before much actual work was done, but for a long time that part of Sixth street was called Fountain street.

It may be interesting to note the growth of the town through the development of a single street. Third street, called by Joseph Russell (1764) "the Fourth street from the river," in 1796, ran from Main to Spring street; the following year it reached the "New street," now Walnut street. There was an obstruction in its path near Russell street, for William Rotch's rope walk barred the way. The difficulty was overcome according to the records of 1807 by a "proper arch made over the walk, for the rope-makers work." The street was then accepted as far as South street, this portion being named Long Gate street. The town had grown so rapidly in the eleven years that a thoroughfare forty feet wide had been accepted, extending from Union to South street. It has had various names in its history. It has been called "the Fourth street," Third street, Long Gate street, South Third street and now Acushnet avenue.

North of Union this thoroughfare has been called by several names. From Kempton to Willis it bore the name of Rea, from Uriel Rea, one of the landowners of the time; thence Race, R-a-y, later North Third, and now Acushnet avenue.

Middle street is one of the oldest thoroughfares, dating back to 1788. Ephriham, son of William, not to be confounded with six other successive Ephrihams in the Kempton line, laid out this street through the middle of his farm, from whence it is believed to have taken its name. Its lower portion was once called Bridge street.

One of the Kempton name set up a grist mill on his farm (three hundred feet) east of the County road on Wind Mill Hill. The name of the street helps us to recall the ancient mill.

It is an axiom of history that names stick to the soil. The names of many of the original owners of the farms we see to-day, i. e., Allen, Russell, Kempton, Willis.

Benjamin Allen in driving to his farm house through his lane, traversed the Allen street of to-day. It is unfortunate that the land east of County street was so conveyed that Allen street could not continue in a straight course to the river and bear one name, and so change the names of Wing and Howland streets, and give these family names a more retentious thoroughfare.

There were several attempts at naming Russell street. The Russell street of to-day was first called Halifax, from a little group of houses that bore that name. Gilbert Russell in releasing a portion of his land requested of the town authorities that the name be changed from Halifax to the family name.

Near the close of the century, when the simplicity of names was disappearing, we find family names rather than numerals. Cornelius Grinnell, one of nature's noblemen, gave his name to Grinnell street; James Henry Howland, Alexander Campbell, Patrick Maxfield and other men prominent in our history have their names perpetuated in our records and in our streets. The homestead of Zacharia Hillman was on the corner of Second and the street which bears his name. The name Hillman recalls the fine clipper ships that established the fame of New Bedford shipyards.

There have been two Morgan streets, one on either side of the Morgan lot. The one at south was first named Jail, then Morgan, now Court street. Later Charles W. Morgan laid out the street at the north.

The old homestead of Gilbert Russell standing at the head of Walnut street, had a fine orchard at the rear, a portion of which was sacrificed for Orchard street.

When the icy blasts swept down the river and across the unprotected town. North Second street bore the name of Cold street. Later it was called North Water street.

It was customary for the owners of the land to give sections for the streets, satisfied with the prosperity following their development. The opening of one of our principal business thoroughfares was a notable exception. Here the town authorities were forced to purchase land, so named the way Purchase street.

Marsh Lane has given up its geographical name and is now called Pine street. Its neighbor, Leonard street, recalls the location of the oil refinery of Samuel Leonard, who in the height of his business career was said to be the greatest oil manufacturer in the world.

The historical value of a Christian name is doubtful. Comparatively few of our citizens know that William street was named for William Rotch; or that Charles street was named for Charles Russell. The lower portion of the latter street was called High, and when it was thought wise for the street to bear one name, the Christian name was discarded and its descriptive one retained.

Ezra Francis, one of the best masons of his time, was given the privilege by some town authorities of naming four streets. He was in all probability a lover of trees, for the names selected by him were Chestnut, Cypress, Spruce and Cedar. In the early deeds, Cypress is referred to as contemplated Apple street. Both tree names were subsequently set aside and it now bears the name of Cottage street. Warren Ladd, for many years the railroad's local representative, named Merrimac street for the Merrimac river, near which he lived as a boy. Linden street was formerly called Jackson. State was Cushing street. Griffin, formerly Butler street, was named for Griffin Barney, who owned a rope-walk on the south side of the street. Coffin street was named for David Coffin, who built the brick house on the corner of Walnut and Sixth streets. Clinton was first named Granite street. William street, as previously stated, was named for William Rotch, but was formerly called Market street.

Daniel Ricketson says of William Rotch, one of our most illustrious citizens: "He was frank, generous, high-minded in its truest sense, a more perfect character it has never fallen to our lot to know. He was one of the great business men of his time." After the Revolution he met the representatives of England and France, in an attempt to alter the excessive duties on whale oil, existing at that time. William Pitt declined to reduce the tariff that crippled his business. The French government, however, favorably considered his overtures, and he established a branch of New Bedford's whaling industry in Dunkirk, France. He returned to New Bedford in 1795. It is a significant that three prominent streets, North Second, Purchase and William, were accepted the year of his return.

An unusual feature was connected with the laying out of William street. From Second to Acushnet avenue it was eighty feet in width,

the central square being planned for a great market place. By the abandonment of the project, a great opportunity was lost for a hundred years, as it would have illustrated the value of broad streets and open spaces. When the street was narrowed to its later limit, forty feet, the town released the land on either side to William Rotch. He gave in exchange the lot on Purchase street, "between the two Congregational meeting houses," until recently occupied by the central engine house.

The following were the streets accepted by the town of New Bedford before 1847:

Acushnet Avenue—Union to Spring, 1706; "Third street;" Kempton to Willis, 1708; Rea street; Bush to South, 1804; "Long Gate street;" Willis to Pearl, 1838; Race and Ray. Allen Street—County to Dartmouth, 1819; it crossed the Allen farm. Arnold Street—Opened 1821, James Arnold. Bedford Street—County to Acushnet avenue, 1833; to Ash street, 1842. Belville Road—Wharf to Main street, 1846. Brock Avenue—An Indian Trail, laid out in 1717 as Clark's Neck road; north end changed, 1832 and 1702. Bush Street—Water to Fourth streets, 1807; Seventh to County streets, 1835; Sixth to Seventh streets, 1841; Fourth to Sixth streets, 1842; renamed Madison street. Campbell Street—Purchase to Pleasant street, 1838; to State street, 1844. Alexander Campbell owned land on this street. He married a daughter of Charles Russell. Cannon Street—Second street to Acushnet avenue, 1837; to Water street, 1845. Henry Cannon lived at corner of South Second street. Cedar Street—Kempton to North street, 1846. Center Street—Front to Water street, 1838. Was on the line between land of Joseph Russell and Joseph Rotch. Charles Street—Renamed High street. Cheapside—Incorporated into Pleasant street. Coffin Street—Second to Water street, 1844. David Coffin had an oil factory thereon. County Street—An ancient Indian Trail. Laid out 1717 and 1800, and laid out as County street, 1830. Court Street—County to Cedar street, 1828. Court House built in 1828. Jail and Morgan streets. Cove Road—County to Crapo street, 1800. Cove Street—County street to Middle Point road, 1832.

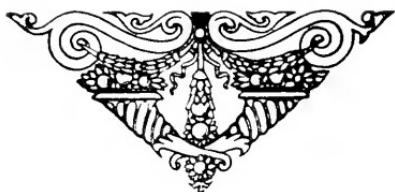
Dartmouth Street—Allen street, 366 feet, to Brook, 1819; "The New Road to Dartmouth." Eighth Street—William to Spring street, 1835; to Elm street, 1842. Elm Street—Water to Second street, 1801; to Purchase street, 1819; to Pleasant street, 1808; to County street, 1831; west from County street, 1843. Fifth Street—Union to Spring street, 1801; to School street, 1824; Walnut to Russell street, 1829; School to Walnut street, 1831. First Street—Union to Spring street, 1706; to School street, 1839; to Walnut street, 1844; Walnut to Madison street, 1831; to Coffin street, 1844; Grinnell to South street, 1839. Foster Street—Middle to North street, 1837; to Hillman street, 1843; Hillman to Maxfield street, 1837. The wife of Patrick Foster was a Kempston, and owned land on this street. Fourth Street—Union to Spring street, 1801; to Madison street, 1807; to Russell street, 1829; to Bedford street, 1842. Front street—Named Orange street, at first. Griffin Street—Water street to Acushnet avenue, 1834. Griffin Barney lived on south side, and was concerned in the Rope Walk between Howland and Griffin streets. Grinnell Street—Acushnet avenue to Water street, 1838; to County street, 1844. Captain Cornelius Grinnell owned land thereon. Hawthorn Street—County to Cottage street, 1845. High Street—Purchase to Second street, 1801; to River street, 1802; west of Purchase, as Charles street, 1821. Hill Street—Kempton to North street, 1840; to Hillman street, 1844. Captain Benjamin Hill married one of the Kempstons who owned this land. Hillman Street—Purchase to Water street, 1808; to Summer street, 1835.

- Zachariah Hillman lived at the corner of North Second street.
- Howard Avenue—Belleville road to River, 1804.
- Kempton Street—County to Noel Taber road, now Rockdale avenue, 1769; called "New Road to Smith's Mills," to Foster street, 1835; to Purchase street, 1836; to Second street, 1842. It crossed the Kempton Homestead.
- Linden Street—Purchase to County street, 1818; Jackson and Hill streets.
- Madison Street—Fourth to Water street, 1807; Seventh to County street, 1835; Sixth to Seventh street, 1841; to Sixth street, 1842.
- Market Street—Pleasant to Sixth street, 1839.
- Maxfield Street—Acushnet avenue to River, 1797; to Purchase street, 1808. Zadock Maxfield owned land on corner of Second street.
- Mechanics Lane—Private way. Accepted Pleasant to Purchase street, 1906.
- Middle Street—Water to Second street, 1788; Second to County street, 1798; to Summer street, 1837. Was on centre line of land of Manasseh Kempton at that date.
- Mill Street—Purchase to Foster street, 1806; to Hill street, 1835. The Kemptons had a mill east of County street, and north side thereof.
- Morgan's Lane—Where the William Rotch Rope Walk stood. Morgan's Row. Row of houses owned by Charles W. Morgan.
- Mount Pleasant—Perry's Neck road.
- North Street—County street to River, 1787. At that date northernmost street.
- North Second Street—Union to Middle street, 1795; Middle to Kempton street, 1794; Kempton to North street, 1794; North to Maxfield street, 1797. North Water street, Cold street.
- North Sixth Street—Elm to Middle street, 1833; Union to William street, 1836; to Elm street, 1837.
- North Water Street—Union to William street, 1769; to Middle street, 1788; Middle to North street, 1840; to Hillman street, 1846.
- Orchard Street—Union to Court street, 1842; Bedford to Hawthorn, 1843. West of the orchard of Gilbert Russell, later William R. Rotch.
- Pearl Street—Purchase street to Acushnet avenue, 1840.
- Pleasant Street—High to North street, 1806; to Willis street, 1836; to Max- field street, 1838; to Pearl street, 1845.
- Purchase Street—Union to Maxfield street, 1795; to Weld street, 1802. Part of the location was purchased by the town.
- Rockdale Avenue—Kempton street to line of Smith street, 1769; Noel Taber road. He lived near head of Parker street. It led to the Stone Quarry on the Hathaway road.
- Rodman Street—Water to Front street, 1841. Samuel Rodman, Sr., owned land on both sides.
- Rose Alley—Opened 1702. The Rose Garden of Benjamin Taber.
- Russell Street—County to Sixth street, 1821; as Halifax to Acushnet avenue, 1833.
- School Street—Water to Avenue; as Queen street, before the Revolution Named School, 1801; Sixth to Acushnet avenue, 1808. Penney Wing's School was on north side between Fifth and Sixth streets.
- Sear's Cut—Private way. Willard Sear's tannery at side.
- Seventh Street—Union to Walnut street, 1807; to Madison street, 1838.
- Smith Street—County street, westward, 1842.
- South Street—County street to the Avenue, 1804; to Front street, 1846. Southernmost street at that date.
- South Second Street—Union to School street, 1801; Walnut to Cannon street, 1803; Grinnell to South street, 1845.
- South Sixth Street—Union to Spring street, 1801; to Walnut street, 1806; to Bedford street, 1818; to Wing street, 1835.
- South Water Street—Union to Madison street, 1769; to Griffin street, 1834; to Cove street, 1839.
- Spring Street—Second street to Sixth, 1801; County to Sixth, 1824.
- State Street—Campbell to Willis street, 1844; Cushing street.
- Summer Street—Elm to Middle street, 1846; to Kempton street, from Middle, 1837.
- Thomas Street—Hillman to Maxfield street, 1841. Thomas Kempton owned land there.
- Union Street—County to River, 1769; to Orchard street, 1842; east of Water street, Prospect, King, Main and Union streets. Before Revolution King.
- Walden Street—Hillman to Maxfield, 1834. John Walden lived corner of Hillman.

## NEW BEDFORD

Walnut Street—County to Water street, 1796.  
Washington Street—County to Dartmouth street, 1846.  
William Street—Water to Purchase street, 1795; to County street, 1830. First named Market street, named in 1830 for William Rotch.

Willis Street—Purchase street to the Avenue, 1803; to County street, 1812. It crossed the farm of Colonel Samuel Willis.  
Wing Street—County street to Acushnet avenue, 1821. It crossed the land of Edward Wing.







OLD DARTMOUTH HISTORICAL BUILDING

## CHAPTER XLV.

### Historians and Artists of the Past.

The first published history of New Bedford was written by Daniel Ricketson, who died some years ago at the age of eighty-five.

Daniel Ricketson was the son of Joseph Ricketson. He was born in the old Ricketson homestead at the southwest corner of Acushnet avenue and Union street, July 30, 1813. He fitted for college at Friends' Academy in New Bedford, but did not enter, taking up the study of law, soon after the completion of his course at the academy, with Charles Francis Warren. In due course of time he was admitted to the Bristol county bar. He remained in the active practice of his profession but a few years. That sympathy for the oppressed which was a prominent trait of his character, prompted him to undertake the cases of a class in whom there was more thankfulness than profit, and after conducting the trial of several causes in which he was finally called upon to pay the costs of court himself, Mr. Ricketson retired from the practice of law to follow more congenial pursuits. At about this time the death of his father left him with a competence, enabling him to foster the love of study and the love of nature, which were inherent qualities.

His fondness for nature and rural quiet led him to remove some distance from the city proper to an estate on Acushnet avenue, which he named "Woodlee." Subsequently he removed to the old house at 109 Elm street, where he died. His residence at this place, however, was but a few years at this time, for not long afterward he took up his residence at Brooklawn, the estate which comprises a large part of Brooklawn Park, and from which the park gains its name. Here for many years he made his home, mingling his study of nature with the study of books. He recognized the natural advantages of the location, and to his taste and knowledge of landscape gardening is due much of the beauty of the park to-day. It was singularly appropriate that during Mr. Ricketson's residence at Brooklawn, since become the most beautiful of the city parks, the first history of New Bedford should have been prepared for publication. This was in 1858. He wrote in the preface of this history:

Twenty-seven years ago (1831), when a youth of seventeen years, I conceived the idea of writing a history of my native place in the form of a lecture for our then small and newly organized Lyceum. I entered upon my task with the ardor of youth, diligently searching every book and record that I could obtain for this portion of my work. I then betook myself to the oldest inhabitants, a large number of those from its

earliest history as a village being still alive. From these interesting and intelligent old people, some of whom had reached their 90th year, I obtained a good store of reminiscences. These, with what I gathered from the records of the old township of Dartmouth (which township it will be seen originally included New Bedford, Fairhaven, Westport, and the present township of Dartmouth), and such books as contained any mention of our place, with a succinct account of the voyage of Bartholomew Gosnold to these shores in 1602, I compiled and delivered before the said Lyceum on Tuesday evening, March 6th, 1831. \* \* \* \* Such is the brief history of the origin of my undertaking; and now, at a time of life when it may be reasonably concluded that most of the effervescence of youth has passed off, with subdued feelings and moderate expectations of success, but with a heart none the less warm from the lapse of time in its interest for the spot of my birth, I again enter upon the task, with a sense of pleasurable duty of putting together what information I have from varied sources been able to collect, gathering up the fragments lest nothing be lost, so that those who come after us may have a nucleus round which to form a more full and complete history, when our youthful city shall take its place, as it is evidently destined at no very distant day to do, if it has not already, among the chief cities of this country. \* \* \* The first number of my historical sketches appeared in the New Bedford "Daily Mercury" on Saturday, September 27, 1856. This was followed by others on the succeeding Saturdays, which with some alteration and considerable addition, comprises this volume.

It was at Brooklawn, also, that "The Autumn Sheaf," a collection of miscellaneous poems, was prepared for publication in 1869. The author's dedication of the collection indicates the spirit in which it was prepared and it is as well an echo of the whole tone of his life:

Who delights in quiet paths to stray  
To whom the Muses lend their kindly aid  
Who shuns the glare of ostentatious sway,  
Within whose court a worship base is paid;  
Whose soul by Nature's gentler voice is stayed:  
To these my Muse would dedicate strains,  
Unmarked by classic lore or guileful art,  
The simple music of the hills and plains,—  
And thus give pleasure to some kindred heart,  
That seeks to draw from life its better part.

"The Autumn Sheaf" is full of interest to the lover of this locality. Much of Mr. Ricketson's study and writing, at this period of his life, was conducted in the little vine covered building which may now be seen by the house at Brooklawn Park, and which was fondly called by him "The Shanty." Here he passed many pleasant hours with his literary friends, among them Thoreau, Emerson and George William Curtis. Of "The Shanty" he wrote:

In this little calm retreat  
How much peace and joy I find;  
Solitude may thus be sweet,  
If it does not cramp the mind.

But give knowledge to impart  
Unto others favored less,  
Truths that sanctify the heart  
Wisdom that our God will bless.

All his life long, Mr. Ricketson was prominent in philanthropic works. He was one of the early abolitionists, aiding the cause by voice and pen. To the abolition papers of the period, "The Anti-Slavery Standard" and "The Liberator," he was a frequent contributor. He also took a deep interest in the labor question, his sympathy being given to the side of the workman. He was a man of refined tastes, avoiding notoriety. Whatever was done by him to assist the causes in which he was interested was done through a sense of duty and sterling conscientiousness.

Without being a prominent literary man himself, Mr. Ricketson was intimately acquainted with and accorded the respect of some of the leading literary characters of the age in which he was most active, including William Lloyd Garrison, Ralph Waldo Emerson, A. Bronson Alcott, Henry D. Thoreau, Charles Sumner and George William Curtis. Whenever Curtis lectured in New Bedford he was a guest of Daniel Ricketson's home and at other times he was a constant correspondent. Many of the sketches purporting to describe the doings of "The Sassafras Club," which Curtis wrote for *The Easy Chair* in "*Harper's*," were inspired by his visits to Brooklawn. For many years Mr. Ricketson carried on a correspondence with William and Mary Howitt, the English authors. Cowper was Mr. Ricketson's favorite poet, and in his library he possessed nearly every edition of Cowper's works.

The papers in "*Harper's*" describing the Sassafras Club appeared at intervals from January, 1863, to December, 1869. Mr. Ricketson was designated the "Member for Woods and Forests," or sometimes "Brother Woodchuck," from his fondness for burrowing in his shanty on the slightest provocation. Mr. Curtis's opening description of Mr. Ricketson is as follows:

He is as shy as a partridge, and not only lives somewhat a recluse from men, but actually hides himself under a broad brimmed slouched hat and within the charitable folds of a huge old-fashioned camlet cloak, even when you are walking or talking with him. His avoidance of society is instinctive as a musician avoids discords, and he has a humorous twinkling sarcasm in his treatment of those who seem to him sophisticated or enslaved by society. A black hat or a dress coat affect him like the most ludicrous jests, and the habit of stuffing good honest English talk with French phrases excites his utmost contempt. He declares that he should as soon think of larding a beef tongue with the fat of frogs. Moreover, he is very fond of insisting that civilization has half ruined us.

In this connection Curtis quotes his friend as saying: "I believe that in society people put on their best clothes to come together and see

each other eat. I presume from what I know of society that they do so. I should be very much surprised if they did not."

The originator of the Sassafras Club, continuing, describes the shanty, on the walls of which were to be found extracts from the writings and pictures of Mr. Ricketson's literary favorites, Milton, John Woolman, Dr. Johnson, the Howitts (with whom he corresponded), John Brown, Plutarch, George Fox, and Cowper. "Perhaps of all names in English literature none is so dear to him from a sympathy of nature as Cowper," says the "Easy Chair." "Like the melancholy poet, he seems to touch life with bare nerves and to be incapable of enduring great excitements."

Here is Curtis's graceful language in praise of some of Mr. Ricketson's poems: "A pensive rural music flows from his pen which is entirely genuine and simple, and should count him, if he made it known, among what he likes to call the minor poets. There is a heartiness and rural homeliness in these lines which are no less remarkable than delightful in this day of highly colored verse." And in December, 1869, the "Easy Chair" devoted two entire pages to a review of "The Autumn Sheaf," which was pronounced "a book of the utmost sincerity, full of woodland musings; a strain that Cowper would have loved."

Mr. Ricketson's account of his acquaintance with Wendell Phillips is interesting. He says:

My first knowledge of Wendell Phillips was during the fall and winter of 1831, as a fellow boarder in Cambridge. He had graduated that year at Harvard, and was a student in the law school. It was not, however, until the full inauguration of the abolition movement, some 10 or 12 years later, that I formed his acquaintance, and I may add, friendship. My first appearance in an abolition convention was at our city hall, when I attempted the defense of our clergy against the censures of the speakers, and was answered by Garrison in terms of severe rebuke. I soon found, however, that we could not look to the so-called church for sympathy, and enlisted fully in the ranks of the Garrisonian phalanx. Phillips was a real Bostonian and had the spirit of the revolution in a large degree. At one of our abolition conventions he made one of his most inflammatory speeches against the slave holders in his zeal for the freedom of the slave. Feeling that the sentiments that Phillips had so strongly expressed were of that revolutionary character which other abolitionists as well as myself could not endorse, I took the platform and gave my protest in a short speech as a friend of peace. On taking my seat again I was greeted with the hearty approval of one of those present, Mrs. Maria Weston Chapman, who thanked me for my timely words. But Phillips's speeches will go down to posterity as among the noblest utterances of his age in the cause of human rights.

Henry D. Thoreau's "Walden" appeared in 1854. During the summer of that year a copy fell into the hands of Mr. Ricketson, who had never heard of the author, but who, deeply interested in his observations

on plants, birds and natural objects, felt that he had found a congenial spirit. From his shanty he addressed a letter to Thoreau, and the latter wrote an appreciative reply. From that year until Thoreau's death in 1862, the two exchanged visits annually, and letters more frequently. Thoreau became greatly interested in the botany of the New Bedford region, finding there many new marine plants.

It was forty-four years ago this coming Christmas Day that Mr. Ricketson first met Thoreau. The latter was to lecture at Nantucket and stopped on his way to visit Brooklawn. Mr. Ricketson thus describes his visit:

I had expected him at noon, but as he did not arrive I had given him up for the day. In the latter part of the afternoon I was clearing off the snow from my front steps, when looking up, I saw a man walking up the carriage road, bearing a portmanteau in one hand and an umbrella in the other. He was dressed in a long overcoat of dark cloth and wore a dark soft hat. I had no suspicion it was Thoreau, and I rather supposed it was a peddler of small wares. As Thoreau came near me he stopped and said, 'You do not know me.' It flashed at once in my mind that the person before me was my correspondent, whom in my imagination I had figured as stout and robust, instead of the small and rather inferior looking man before me. I concealed my disappointment and at once replied, 'I presume this is Mr. Thoreau.' My disappointment at his personal appearance passed off on hearing his conversation at the table and during the evening; and rarely through the years of my acquaintance with him did his presence conflict with his noble powers of mind, his rich conversation and broad erudition.

Speaking of Thoreau's appearance then, at the age of thirty-seven, Mr. Ricketson said:

The most expressive feature of his face was his eye, blue in color and full of the greatest humanity and intelligence. His head was of medium size, the same as that of Emerson, and he wore a No. 7 hat. His arms were rather long, his legs short, and his hands and feet rather large. His sloping shoulders were a mark of observation. But when in usual health he was strong and vigorous, a remarkable pedestrian, tiring out nearly all his companions in his prolonged tramps through woods and marshes, when in pursuit of some rare plant. In Thoreau, as in other heroic men, it was the spirit more than the temple in which it dwelt, that made the man.

Some have accused Thoreau of being an imitator of Emerson, others as unsocial, impracticable, and ascetic. Now he was none of these. A more original man never lived, nor one more thoroughly a personification of civility. Having been an occasional guest at his house, I can assert that no man could hold a finer relationship with his family than he.

In his letters and conversation, Thoreau frequently expressed his great pleasure over his visits to Mr. Ricketson's. And well he might, for

enough is learned to show that they must have been extremely social occasions. One afternoon both Thoreau and A. Bronson Alcott were present. "While my wife was playing an air upon the piano," wrote Mr. Ricketson, "Thoreau became very hilarious, sang 'Tom Bowline,' and finally entered upon an improvised dance. Not being able to stand what appeared to me at the time the somewhat ludicrous appearance of our Walden hermit, I retreated to my shanty; while my older and more humor-loving friend, Alcott, remained and saw it through, much to his amusement. It left a pleasant memory which I recorded in some humble lines that afterwards appeared in my 'Autumn Sheaf'." Thoreau is not popularly supposed to have been affected to such unwonted gayety, but he certainly must have been full of fun at the time, for he did not scruple to tread on Friend Alcott's toes during the dance.

August 21, 1861, Thoreau was induced by Mr. Ricketson to sit for his picture to Dunshee, a New Bedford artist. The ambrotype then taken, presenting him in profile, with a full beard, was one of the only four ever made of Thoreau. Mr. Ricketson's son Walton, a sculptor, afterwards used it in modelling his life-sized bas-relief medallion head of the Walden recluse.

Thoreau said of Ricketson: "He is the frankest man I know. He told me he sometimes thought he had all the infirmities of genius without the genius. He is wretched without a hair pillow." This latter idea greatly tickled Thoreau's fancy, and he constantly made playful allusions to it in his letters to Ricketson. "He loves Cowper's 'Task' better than anything else," also wrote Thoreau, "and thereafter, perhaps, Thompson, Gray, and even Howitt."

Once, in 1855, when Mr. Ricketson urged his friend to visit New Bedford, Thoreau wrote, "He says I can wear my old clothes there." Of the history of New Bedford the verdict was, "I like the homeliness of it; the good old-fashioned way of writing." The last letter written by Thoreau's own hand was to Mr. Ricketson on October 14, 1861. There has never been an extended life of Thoreau published in this country or in England, but what Mr. Ricketson has been invited to contribute, and he always cheerfully furnished copies of Thoreau's interesting letters for publication. Thoreau was probably his nearest and dearest literary friend.

His sympathy for local benevolent organizations was widespread. Among other interests he was one of the founders and the first secretary of the New Bedford Benevolent Society, which later became the Union for Good Works. He was a birthright member of the Society of Friends, and his writings bear tribute to his lifelong fealty to his early religious training.

He was twice married. His first wife was Maria Louisa Sampson, to whom he was married January 27, 1834. She died May 14, 1877. On

November 10, 1880, he was married to Angeline S. Gidley. Dr. Arthur Ricketson, his elder son, died several years ago. Walton Ricketson, the sculptor, and Anna Ricketson, are the surviving children. His daughter, Emma L., who was the wife of George P. Garrier, died.

In a poem written, 1860, Mr. Ricketson expressed a wish which was fulfilled:

O when the last sad hour shall come,  
Which must come unto all  
Within my own beloved home,  
May its stern bidding fall.

For who would perish far away  
Upon some foreign strand  
Where no kind friend shall lingering stay  
To take his farewell hand

Leonard B. Ellis, who wrote a history of New Bedford, published twenty years ago, was the son of Caleb L. and Abbie D. (Hathaway) Ellis and was born in New Bedford, August 11, 1838. He was educated in the Bush street grammar school, and a three years' course in the high school under John F. Emerson. He entered the employ of his father, and in 1859 was admitted to partnership with him in the cooperage business. The paralyzing influences of the Civil War naturally reduced the hitherto prosperous business of the firm, and the subject of this sketch sought other employment. He engaged in the manufacture of art goods, employing a number of workmen, until in 1866, when he purchased the picture and frame establishment of Orlando J. Marvin, 76 William street, and for twenty-five years conducted the business at that place. In January, 1891, he moved to 114 William street. Mr. Ellis's store was a resort for artistic and literary people and he wrote the history of New Bedford as well as a history of the fire department in his leisure hours.

He married, December 14, 1859, Patience E., daughter of Asa L. and Emeline Allen. They had two adopted daughters, Abbie Millie, and Nora Leonard, orphan children of his sister Abbie P. and Robert L. Crossman.

There are local painters whose work has achieved wider fame than that of William A. Wall—Albert Bierstadt, R. Swain Gifford and William Bradford, for example; but none performed a greater service for New Bedford than Wall, for he devoted his artistic genius to illuminating the pages of local history, and it is through this tendency that there is preserved to us a group of paintings, accurate in detail and truthful in the portraits of the leading actors of an ancient day. Such pictures as the "Origin of the Whale Fishery," the view of the "Four Corners" in 1807, and the "Landing of Gosnold," are of great value, illustrating the earlier periods of our history.

William Allen Wall was the eldest son of William Sawyer Wall, of Rock, Worcestershire, England, and his wife, Sarah Barney. He was born in this city in May, 1801, and died here in November 1885. In 1823 he married Miss R. T. Russell, of Russell's Mills, Dartmouth. At about twenty-seven years of age he became desirous of adopting painting as a profession, and for some time worked without a master, preparing his own canvases, and even making his own brushes. He studied one winter in New York, another in Philadelphia under M. Sully, and in 1833 he went to Europe for two years, during which time he studied in Paris, Rome, Florence and other Italian cities.

Only a few people who are familiar with the famous painting of New Bedford in 1810 or its reproductions know that almost every figure in it is that of an historical personage of our early history. It was painted in 1857 and originally bore the title "New Bedford Fifty Years Ago." In a letter written to William Penn Howland in January, 1859, the artist has furnished a key to some of the portraits. Mr. Wall wrote:

Opposite the store door on which may be seen the sign of Jahaziel Jenney, he is himself represented as conversing with Peter Barney, the next on the right, and near the stone post on the northwest corner, are two figures intended for Abraham Russell and Wm. Rotch, Jr. Still further to the right and opposite the barber's shop of Nathaniel Rogers are Samuel Rodman, Sr., and Capt. Rowland Crocker. In front of them and near the northeast corner are two more figures, one of which was intended for my father, and the other leaning against the corner of the store, was intended for no one in particular. Still further in front and near the group of colored persons is Barnabas Taber, and in the chaise near the centre of the picture is Wm. Rotch, Sr. The female near we call Patty Hussey. The man by the side of the team may pass for Caleb Sherman.

(Signed) Wm. A. WALL,

To Wm. Penn Howland, Esq.

The street was Main street, now Union, at the corner of Water. The man with the iron foot, in front of his merchandise store, is Jahaziel Jenney. Many stories are told to this day of Jahaziel's yankee cuteness. At one time he had on hand some spoiled butter which was unsaleable. He marked the kegs "J. O. T." and put it aside. When the customer saw it and asked for an interpretation of the letters, he declared they stood for "Jahaziel's Own Tooth," and he professed reluctance to sell it, whereat the customers insisted, and it was not long before the butter was disposed of. The barber shop on the west side of the street was that of Nathaniel Rogers, which was occupied as a West India goods store by Uriah Rea & Co., as early as 1785. The brick building which stands on the corner was built in 1819. The flag on the building was only raised on special occasions. This day it was to honor the exercise of the village fire department, which had the old "Indepen-

dence" out for practice. Captain Nathaniel Cole is bending over his meat bench. George Sisson's grocery was in the three-story building, erected in 1792, which still stands at the corner of Union and Bethel streets. The town pound is next west. The old mansion of William Rotch, Sr., now the Mansion House, was then a private residence, with spacious grounds and tall poplars in front. James Harper, in a description of this building, says: "The brick ends of the Mansion House were built by two old masons named East and West, each of whom was familiarly known as 'Daddy.' 'Daddy East' built the west end, and 'Daddy West' built the east end." The "leathern convenience," in which Wm. Rotch, Sr., is seated, was the only private carriage in the town at that time. The chaise was imported from England. The boys in the five-wheeled cart are playmates of Mr. Wall, one of them George Howland, Jr. Mr. Wall is represented as the driver. One of the three negroes in the foreground was Paul Cuffee, a minister prominent among his people. The man talking with the man who leans against the corner of the building is William Sawyer Wall, father of William A. Wall.

Another painting of historic merit is "The Early Whale Fishery," in which Joseph Russell is supposed to be watching the unloading of a small vessel which has just returned from a successful cruise. A picture now in the Public Library of "Gosnold's Landing" is among the historic paintings from Mr. Wall's brush. He also painted a full-length portrait of Abraham H. Howland, the first mayor of the city, and made a copy of Stuart's portrait of Washington, both of which are hung in the municipal buildings.

Among the portraits painted by Mr. Wall are those of Greenough, the sculptor; N. P. Willis, Ephraim Peabody, and of George Howland and Thomas A. Green, as well as many other prominent New Bedford men, now in the collection in the public library. A painting illustrating Hawthorne's story of "Endicott and the Red Cross" is in the possession of Miss S. A. Howland. An illustration of a theme in Hawthorne's "Marble Faun" was in the collection of the late S. Griffits Morgan. Others are "A Head of Barnaby Rudge;" "Goldsmith Reading the Retaliation," which belonged to James Arnold; "The Death of Copernicus," now in the public library; "Columbus and the Friar," which belonged to Joseph Grinnell, and "The White Lady of Avenel," owned by the late Thomas M Stetson.

Benjamin Russell was a painter of the old whaling days. His work is familiar through series of whaling prints reproducing whaling scenes, much sought by collectors. Edmund Wood, a former president of the Old Dartmouth Historical Society, prepared the following sketch of Russell:

In 1830 we had in New Bedford two commercial houses which at the time overshadowed all others; on the one hand were the Rotches carrying on both foreign commerce and whaling with long continued success, on the other hand were Seth and Charles Russell, who had recently increased the prestige of that family and were rich and powerful. Some of their foreign ventures in commerce were brilliant, they carried a large bank balance in London, they owned many merchant ships and whale-ships, and they had also acquired a large amount of real estate within the town. The two brothers were the sons of Seth Russell senior, who was grandson of Joseph Russell, 2nd., and the nephew of Joseph Russell, 3rd., and of Caleb Russell, 1st.

There was some rivalry between some of the older merchants and these two brothers, Seth and Charles Russell. The later were called progressive, they took long chances and with uniform success. But soon there came reverses, then the tide seemed to turn against them and finally came the crash when the brothers failed, and much property and real estate in the city changed hands.

Benjamin Russell, the artist, was the son of Seth, the older of these two merchants. He was brought up while the fortunes of the house were booming. He loved sketching, generally in black and white, most often in lead pencil, but later washed in with India ink and finished with a fine brush point and with a pen. He sketched much about the wharves and on the ships, and must have been an industrious draughtsman. It was here that he first gained his intimate knowledge of the sails and ropes and ships tackle. His drawings are noted for their exhibitions of an exact knowledge of the rigging of a ship. He knew the ropes. In this respect many of his pictures are more accurate than they are artistic. He has drawn finely pencilled lines of running rigging which never could have been seen by the naked eye from the point of view of the observer. Although he couldn't really see them at that distance he knew they were there and so he drew them in and ran them along where they should be.

I have not been able to learn how much teaching he had in art. He certainly had considerable talent for drawing and some skill in composition, but he had ability with color.

Benjamin Russell was at one time in the ship chandlery business, but he does not seem to have been prominent as a business man. He was, I believe, at one time a director of the old Marine Bank.

William Bradford, a renowned marine artist, was born at Fairhaven in 1823, and died there in 1892. Although he was a lineal descendant of the first Pilgrim governor of Plymouth, he was himself a Quaker. His wife was a daughter of that famous old Lynn Quaker, Nathan Breed.

Bradford began by painting ships in Lynn harbor and on the coasts of Labrador and Nova Scotia. He afterwards made several Arctic expeditions with Dr. Hayes, the explorer, and others, to study icebergs and ice floes. Of the few artists who have visited the far north, especial mention is due William Bradford, a pioneer in the work. Recognition of him will be more common and pronounced as time goes on and the beauties of the north are opened up to the public, writes Russell W. Porter in the "New England Magazine" in an article "The Artist in

Greenland." Previous to the painter's visits to the frozen north, nothing had been done in this field except in an imaginative way. On his return his paintings received immediate recognition and were in great demand. He painted pictorially, but represented truthfully the savage grandeur of the scenes and the overpowering size of the bergs, entering fully into the feeling which an Arctic marinescape presents. In England his work created great interest. When he visited that country in 1871, he occupied a unique position, combining in himself, as he did, the artist, the explorer and strong, simple Quaker. He numbered among his friends such men as Tennyson and Tyndall, and such persons of Arctic fame and association as Nares, Rae, Dufferin and Lady Franklin. His paintings were in the private apartments of the Queen at Windsor, in the collections of Princess Louise, the Baroness Coutts and the Duke of Westminster, and in many places in Europe and Australia, as well as in his own country.

Mr. Bradford spent his summers at Fairhaven, and had a studio at the foot of Union street, where he worked during the greater part of his time. He traveled much of the remainder of the year, although he maintained a studio in New York. Bradford was the first to secure a London publisher for the famous African explorer, Henry M. Stanley. Bradford published a beautiful book containing large photographs of his paintings and of northern scenery, accompanied by text. It was sold by subscription, the list being headed by the Queen and the Duke of Argyle. Whittier recognized his friend's deep love of the north and his peculiar relation to it when he dedicated to him the beautiful poem, "Amy Wentworth." Bradford became a member of the American National Academy of Artists in 1874. Upon Bradford's grave at Riverside cemetery, Oxford, is a large granite boulder, obtained at Fairhaven, upon the smooth surface of which, with his name, are the lines from Whittier: "Something it has—a flavor of the sea, And the sea's freedom—which reminds of thee." A Greenland boulder, procured by Peary, has also been placed upon the grave of the famous Arctic painter.

Among Bradford's many paintings are the following: "Steamer 'Panther' Among the Icebergs in Melville Bay, under the Light of the Midnight Sun," exhibited at the Royal Academy in 1875, afterward in Queen Victoria's library; "Fishing Boats in the Bay of Fundy;" "Shipwreck off Nantucket;" "Lighthouse in St. John's Harbor;" "Fishing Boats Getting Under Way;" "July Afternoon off Round Hill Light;" "Fishing Craft Among the Bergs;" "Fishing Craft at Sunset;" "Coast of Labrador;" "Quiet Afternoon in Straits of Belle Isle;" "Return of Labrador Fishing Boats."

Albert Bierstadt, another artist who brought fame to New Bedford, was born in Elberfeldt, Germany, January 7, 1830, and was the son of

the late Henry Bierstadt. His father came to this port in the brig "Hope," which arrived from Rotterdam on February 22, 1832, bringing seventy-six immigrants. Bierstadt's three sons, Charles, Edward and Albert, and one daughter Helen, grew to manhood in this city, and here it was that they were educated. Charles and Edward first engaged in wood turning, and later gave their attention to photography. Albert for some time was employed in Shaw's frame factory on Purchase street, and as he had always displayed wonderful ability in drawing he was encouraged to develop the gifts which made him famous. He was frugal in his living. His one aim was to study in oils, and after quitting the bench at the frame factory, with the savings there accumulated and the earnings from giving lessons in water colors evenings, he took up the study of art in Boston. Some of his first attempts in monochromatic painting while a lad in this city attracted attention, and the late Captain William G. Blackler manifested much interest in him. When Bierstadt went abroad soon after finishing his studies in Boston, it was Captain Blackler who advanced him the money, taking the young man's word only for security. Later, when he painted "Lake Lucerne" he presented to Captain Blackler that painting, which has since remained in Captain Blackler's family. Young Bierstadt had friends besides Captain Blackler, who assisted him when he was struggling upward. Among them were Thomas Nye, Jr., Joseph Grinnell, Peter Cooper and William Cullen Bryant. There were also others to whom he was indebted for aid and encouragement. His "Sunlight and Shadow," painted while in Dusseldorf, attracted the attention of the leading artists of Europe, and many look upon this work as the one which gained for him the beginning of the fame which he later achieved. In his earlier days Bierstadt always remembered the city of his adoption, and his paintings before being sold were placed on exhibition here. Then he had a number of relatives in New Bedford, but to-day but one is a resident of this city. His brothers removed to New York soon after the close of the Civil War, and there the family has resided since. Probably no other American artist has ever secured so large prices for his pictures as Bierstadt. Several of his earlier paintings are owned in New Bedford. One of the finest examples of his later work is owned by the Free Public Library.

He began to paint in oils in 1851. He went to Dusseldorf in 1853, and studied four years there and in Rome. On his return to the United States in 1857 he made a sketching tour in the Rocky Mountains, and from this and other visits west gathered materials for his most important pictures. Again he visited Europe in 1867, 1878 and 1883. He was elected to the National Academy in 1860. Bierstadt received medals in Austria, France, Germany, Bavaria, Russia, Turkey and Belgium, becoming a member of the Legion of Honor in 1867, of the Order of St.

Stanislaus, 1869. The Emperor of Germany sent his photograph with autograph to Bierstadt.

Bierstadt was most famous for his landscape paintings, although he achieved fame through pictures of animals. He worked during the latter portion of his life on a series of paintings representing the wild animals of America. He had a studio in New York. His studio in Irvington, New York, was destroyed by fire in 1882 and many valuable paintings were lost. Among his other paintings are "Laramie Park," now in the Academy of Fine Arts, Buffalo; "Rocky Mountains;" "Lander's Peak;" "North Fork of the Platte;" "Looking Down the Yosemite;" "El Capitan;" "Mercedes River," owned by L. Tuckerman, New York; "Storm in the Rocky Mountains;" "Mt. Rosalie," in the James Lennox collection; "Burning Ships," owned by August Belmont, New York; "Settlement of California," in the Capitol at Washington; "Emerald Pool, Mt. Whitney," formerly owned by Mrs. A. T. Stewart, New York; "In the Rocky Mountains;" "Great Trees of California;" "Valley of Kern River, California;" "Hermitage;" "St. Petersburg;" "Mt. Whitney, Sierra Nevada;" "Estes Park, Colorado," owned by the Earl of Dunraven; "Mountain Lake;" "Mt. Corcoran, Sierra Nevada," in the Corcoran Gallery, Washington, D. C.; "Geysers;" "Storm on Matterhorn;" "View on Kern River;" "Discovery of Hudson River," in the Capitol at Washington. He introduced what is known in this country as the Dusseldorf school of landscape painting. Works by him are now in the Capitol at Washington, in the Lennox collection and in the Corcoran Gallery at Washington. Bierstadt was a member of the National Academy of Designs and other societies.

Of Bierstadt the following story is told: When he first gave his attention to monochromatic painting, one of his best works was placed on exhibition at the New Bedford reading room, where it was seen by the late William Hathaway, Jr., whose son was a pupil of Bierstadt. Mr. Hathaway was pleased with the picture, which represented the ruins of Carthage, finely executed like a steel engraving, and purchased it. This picture is valued not only for its artistic merit but for the reason that it was done before the artist worked in oils. Mrs. Hathaway often said that Bierstadt had a remarkable eye, and she predicted the development of uncommon artistic talent and future fame. While Bierstadt was studying in Germany, he desired to paint a picture for the late William Hathaway, Jr., which request was granted. The scene of the picture is near Dusseldorf, a characteristic German country landscape, and considered among his best works. A woman is crossing a rustic bridge with a bundle of leaves on her head with which to bed the cattle. A farm house with trees is seen in the middle distance, while in the background is a glimpse of the river Reno, and a castle which was

beseiged by Charles V. When the picture was sent to America, the artist wrote that if Mrs. Hathaway was not satisfied he would add more when he returned to this country. The picture was perfectly satisfactory to Mrs. Hathaway with one exception. She thought it needed more animal life. Upon Bierstadt's return he fulfilled his promise, calling at Mr. Hathaway's with his palette and brushes, and added two cows to the painting. Miss Mary B. Hathaway, a little girl, stood near by when the artist was at work, and was delighted when he referred to her, asking for a description of her cow as he painted it. After Bierstadt had finished, he turned to Mrs. Hathaway and said: "If you now consider there is not sufficient animal life I will paint a few trout running up the stream."

Although a native of the town of Gosnold, having been born on Naushon, Robert Swain Gifford may be classed as one of the prominent artists to whom New Bedford lays claim. Much of his early life was spent here and in Fairhaven. He studied here under the Dutch painter Van Beest, and he married a New Bedford woman, Miss Francis Eliot. He spent his summers at Nonquit, where he had a studio. He died in 1905. A widow and five daughters survived him.

R. Swain Gifford was born on the island of Naushon, December 23, 1840. The owner of the island at that time was Robert Swain, for whom Mr. Gifford was named. His father was a sailor and pilot who removed, when Gifford was about two years old, to Fairhaven. There the artist's boyhood was spent. His earliest inclination was toward the artistic—a bent which was fostered by his parents, and in which Mrs. Swain, the wife of the owner of Naushon, took a kindly interest. His first sketches and water color drawings were made at Fairhaven, and it was here that he made the start in his chosen career. His health prevented his joining his brothers in the hard work about the home and left him leisure time in which to follow his desire to paint. In 1864 Mr. Gifford began to study under Albert Van Beest, the Dutch marine and landscape artist. While their relations were those of pupil to master, Mr. Gifford was able to be of great assistance to Van Beest. The Dutch artist was unfamiliar with the rigging of American vessels, and Gifford used frequently to supply this deficiency on the part of his teacher. It was while he was studying with Van Beest that Charles Taber conceived the idea of getting out the whaling prints which are now so much sought after by collectors. He went to Van Beest and Gifford and engaged them to make the drawings. Parts of the work were done by Gifford, part by Van Beest and a part by William Bradford, while Benjamin Russell furnished information as to the manner of approaching the whales. The three pictures which resulted—"The Chase," "The Conflict," "The Capture," are far and away the most artistic of all the whaling prints.

Leaving Fairhaven, Mr. Gifford visited Boston, where for the first time he saw the works of noted men. These he studied most carefully, and as a result his own work showed decided improvement. He began also to receive some local recognition and was invited to the homes of the prominent families of the town, and there saw other paintings, which at the time seemed to him very fine. He must have been moderately successful, for he had now acquired sufficient means and confidence to establish himself in Boston. This was in 1864, and his real art life may be said to have begun at that time. When Gifford went from Fairhaven, Hunt was the leading painter in Boston. He had recently returned from his studies abroad, and through his influence a number of paintings by the then little known Barbizon men had found their way into the galleries of Boston collectors. Through friends, Gifford had access to these masterpieces. That he was greatly influenced by them there can be no doubt, but rather in the way of becoming conscious of new possibilities and higher standards than in any great changes in technique—rather in new ways of looking at nature than in recording what he saw. Two years later he took up his permanent residence in New York, where with the other artists he came in for his share of the general prosperity that resulted from the activity in all phases of life at the close of the war. Besides painting and selling many pictures, his services as an illustrator were in constant demand by the publishers. In 1869 he made a trip to California, his studies afterwards appearing as illustrations in "Picturesque America." In 1870, in company with Louis C. Tiffany, he made an extended trip abroad, visiting England, France, Spain, Morocco, Egypt, Italy and Germany.



## CHAPTER XLVI.

### A Pretty Romance of Old New Bedford.

One of the prettiest romances recorded in the history of New Bedford was that connected with the marriage of Nathaniel Parker Willis, the poet, essayist, traveler and journalist, who wedded Miss Cornelia Grinnell, the niece and adopted daughter of Joseph Grinnell. To the majority of people not alone in New Bedford but throughout the country, Willis is nothing but a shadowy memory. Willis was the Richard Harding Davis of a half century ago. His name was a household word, and extracts from his writings were quoted far and wide. All of his books were eagerly bought by a discriminating public. But who to-day reads Willis? While his poems may have some vogue, his prose writings have fallen into utter oblivion.

Willis was married to Miss Grinnell on Thursday evening, October 1, 1846, the eleventh anniversary of his first marriage. The ceremony took place in New Bedford and was performed by Rev. Ephraim Peabody, of Boston. Willis was at the time in his forty-first year. His bride, writes Professor Beers, in his biography of the poet, "was his junior by nearly twenty years, but she united to her graces of person and character a penetrating mind and an uncommon energy and firmness of will, which made her an invaluable helpmate through the years of trial that were in store for both."

Willis had become acquainted with Miss Grinnell during the spring and summer preceding their marriage, while he was in Washington as correspondent of the "National Press" and the "Morning Chronicle." Mr. Grinnell was at the time congressman from this district. While it probably had no bearing on their courtship and marriage, there is a romantic story concerning Willis and Miss Grinnell which is deserving of narration. Mr. Grinnell was in Florence in the spring of 1830, and there employed Horatio Greenough, the sculptor, to make him a statue of his niece, then a child of five years. In 1832 Greenough carved a bust of Willis in marble, using, it is said, a remnant of the same block from which little Cornelia Grinnell's statue was made. "The two fragments thus strangely reunited," says Beers, "stand now in the same drawing room, the head of the youthful poet, with its Hyperion curls, and the full-length figure of the demure little Quaker maiden, holding in one hand a drinking cup and in the other a bird."

Not long after his marriage, Willis and George P. Morris changed the name of their paper, the "National Press," to the "Home Journal," under which title it has ever since been published. Willis's connection with it terminated only with his death in 1867. He grew to be a

recognized *arbiter elegantiarum*, and his correspondence columns were crowded with appeals on knotty points of etiquette or costume. His decisions of these social problems were always marked by good sense and good taste.

Willis was not a little of a dandy in his personal appearance, and was always pointed out as one of the best dressed of men. Charles Taber Congdon writes that he was wont to pace the streets of New Bedford "with a Pall Mall manner."

After a residence of several years in New York City, the Willises bought fifty acres of land at Cornwell, in the Highlands of the Hudson, where the family had passed their summers. There Willis built that home to which he gave the famous name of Idlewild, which, like Irving's Sunnyside, is one of the historic points on the Hudson. The family first occupied it on June 26, 1853.

Before Idlewild was built, Willis had made a journey along Cape Cod with Mr. Grinnell as his companion, and the letters which he wrote to the "Home Journal" from the various points visited, as well as from New Bedford, Plymouth, and elsewhere, are comprised in his "Hurry-graphs," a volume published by the Scribners in 1851. "All that can be said of these traveler's letters," comments Professor Beers, "is that they are fairly good reporting. They hardly attain the rank of literature." The letters are compared with Thoreau's work on Cape Cod, somewhat to the disadvantage of Willis.

But Willis's letter from New Bedford has more than a passing interest in this day and generation. "What do you think of a town," he asks, "in which, if the property taxed in it were equally divided, every man, woman and child in its population would have over \$1,000? This makes a rich town (they would say in Ireland) and, in fact, New Bedford is as rich, for its population, as any town in the country. The taxed property this year is \$17,237.400, and the whole number of inhabitants is but about 16,000." Continuing, this observant and fashionable New Yorker speaks as follows about the peculiarity of the people:

Luxurions as the town is now, and few and far between as are the lead-colored bonnets and drab cutaway coats, there is a strong tincture of Quaker precision and simplicity in the manners of the wealthier class in New Bedford, and among the nautical class it mixes up very curiously with tarpaulin carelessness and ease. The railroad which has brought Boston within two hours' distance, is fast cosmopolizing away the local peculiarities, and though at present, I think I could detect the New Bedford relish in almost any constant inhabitant whom I might meet elsewhere, they will soon be undistinguishable, probably, from other New Englanders.

In this letter he speaks of the decline of the whale fishery and the necessity that "some new industry must be grafted on the habits of the

place," one, if possible, "of which the families of sailors and mechanics could avail themselves, independent of the precarious yield from following the sea."

This is the moral history of the establishment of the Wamsutta Steam Cotton Factory, which has lately been put into operation in New Bedford, with a capital of \$300,000, and in which a sailor's daughter, for example, (who else might be painfully dependent, or compelled to leave home and go out to service,) may earn four dollars a week by independent and undegrading labor. This is the average of the present earnings of 200 operatives in this new factory; and as the investment is already proved to be a good one, other factories will doubtless be built, and the industry of New Bedford, turned into a new and more reliable and acceptable channel, will be independent of the precarious resources of whaling. Towns are well furnished that have controlling minds among their inhabitants, capable of this sort of enlarged foresight and remedy, to provide new conduits against their natural or accidental depletion. New Bedford is indebted for this to its able representative in congress, Hon. Joseph Grinnell.

In the spring of 1852, Willis's health failing, he made a journey south with Mr. Grinnell, the trip including a visit to Bermuda and the West Indies. His letters to the "*Home Journal*" from the points visited were re-issued in book form as "*A Health Trip to the Tropics*." In July 1860, Willis accompanied Mr. Grinnell on a journey to the west, duly reported, of course, for the "*Home Journal*."

Willis on his frequent visits to New Bedford was wont to attend divine services at old Grace Church on Union street. He is remembered by old-time worshippers there for a habit of occupying the sermon hour in taking copious notes on some subject or other and in sketching, for which he had no slight talent. He usually sat in the Russell pew. Afterwards, at Idlewild, he became a vestryman of a nearby Episcopal church and used to pass the plate on Sundays.

Willis's life at Idlewild was that of a country gentleman, though he continued his connection with the "*Home Journal*." Most of the time he was in extremely poor health. At the outbreak of the Civil War he went on to Washington as a correspondent. Mrs. Willis and the five children spent the winter and spring of 1861-62 at New Bedford with her father. In April they rented Idlewild, and Mrs. Willis went with her family to pass the summer at Campton, near Plymouth, New Hampshire. In the autumn of the following year (1863) Mrs. Willis opened at Idlewild a little school for girls, in the hope of persuading her husband to leave New York (to which he had returned) and come home for life. "He appreciated her energy and devotion, shown through long years of failing health and fortune, but he doomed himself to homeless exile, and refused to abandon his post."

The remainder of his life was a hopeless struggle with disease, and in November, 1860, he went home to die. He passed away January 20, 1867, on his sixty-first birthday. He was buried in Mount Auburn, Cambridge. Longfellow, Holmes and Lowell were among his pall bearers.

Mrs. Willis, the widow of the poet, spent her closing days in Washington, and died in the spring of 1904. She was buried on the Grinnell lot in Oak Grove cemetery. There were also four surviving children: Grinnell, born April 28, 1848; Lillian, born April 27, 1850; Edith, born September 28, 1853; and Bailey, born May 31, 1857. The two daughters are now Mrs. Robert A. Boit and Mrs. Lawrence L. Grinnell. Mother and children are among the famous Gideon Howland heirs who inherited the Sylvia Ann Howland trust fund upon the death of Mrs. Hetty H. Green.

Our poet and annalist won the praise and appreciation of many of the great men of his day. Lowell wrote well of him in the "Fable for Critics," and Thackeray gave recognition to his graceful talent when he said: "It is comfortable that there should have been a Willis."



## CHAPTER XLVII.

### The Old Theatres and Famous Players.

By Edward Denham.

We must bear in mind that the village of New Bedford (more frequently spoken of as Bedford) was in early days governed by Quakers of the rigid kind and the so-called Congregationalists, who were later joined by the Calvinist Baptists (the hard-shell kind). These people generally looked upon a playhouse as a Godless place, and would hardly allow a playbook in their sight. Finally, when they thawed a little, their entertainments were largely lectures, concerts (they called a miscellaneous program of sacred music an oratorio), wax figures, panoramas and menageries containing two or three animals (known as caravans). These were given in the Town Hall (now the Central Police Station), Mr. Dewey's meeting house (built of wood on the northwest corner of the present Purchase and William streets), Mr. Holmes's meeting house (also of wood on the southwest corner of Purchase and Elm streets), the Lyceum building, the Academy Hall, hall in the school house on Purchase street, or rooms in Nelson's or Cole's tavern.

In 1813 Samuel Elam, of Newport, Rhode Island, died, bequeathing his library of about one thousand volumes to the Friends' Academy of New Bedford. Of these, the trustees disposed of about two hundred and fifty as unsuitable for their institution. Among the excluded volumes were the plays of Shakespeare and Ben Jonson, and Bell's edition of the "British Poets." I have been told that later someone mutilated a number of the other books by cutting out paragraphs which were written in praise of war or were descriptive of battles, etc. As late as 1827 the trustees advertised for books missing from the collection.

This opposition or dislike to things theatrical lasted many years, and is hardly dead yet. On the evening of February 2, 1857, George Vandenhoff, who had temporarily retired from the stage, gave an evening of miscellaneous reading before our Lyceum. On the platform was George Howland, Jr., as president of the society. In one of the selections the reader became somewhat dramatic, whereupon Mr. Howland interrupted him, saying, "This is not a theatre." Mr. Vandenhoff replied by reciting the reply of Jacques to the Duke, in "As You Like It" (II, 7:139-166), beginning with, "All the world's a stage." That was received with applause in which probably the broadbrims did not join.

On the northwest corner of County and Elm streets, the site of the present residence of John Duff, formerly stood a stable. This Mr. Hians remodeled and opened as a circus in 1828, much to the annoyance of the citizens. On January 6, 1829, the "Carriers' Address" for the "New Bed-

ford Courier" appeared. It was written by James B. Congdon, son of the proprietor of the paper, and the closing lines are as follows:

"Pray tell me if the coming year  
The mountebanks will reappear;  
Shall we our leisure hours to spend  
Upon their idle feats attend,  
And for excitement at a loss  
See Hians caper on a horse,  
A horse—the rival of the crew,  
In skill and understanding too."

What the building was used for during the next eight years I know not, but on August 1, 1836, it was opened as the Lion Theatre, J. Barrett, manager, with the play "Castle Spectre" (by M. E. Lewis). E. L. Davenport, who had made his first appearance on any stage that same year at the Lion Theatre in Providence, and who was destined to play many times later in this city, took the part of Earl Percy. On the 18th of the same month, Charles Henry Eaton played the part of the Duke of Gloster in "Richard III," condensed into three acts. On March 28, 1837, C. R. Goodman played "Othello" at the same theatre, and on April 12 "Richard III." Presumably these were the first occasions when any of the plays called Shakespeare's were seen on a stage in New Bedford. After that the manager was obliged to close his playhouse for ten days because of some trouble with the selectmen of the town concerning his license.

Speaking of the latter reminds me that at one time the town refused to grant a license to a circus; but Dartmouth was willing to do so. The show was held just over our west line, and as the township was then not as wide as it is to-day, the tent was spread on Dartmouth street, a short distance from the junction of that and Allen streets. In 1840 J. F. Adams, having been given to understand that the Board of Selectmen would grant him a license, began to remodel Concert Hall for a theatre; but they finally refused it grant it. Then the subject came up before an adjourned town meeting on September 14, 1840, when the citizens instructed the Board of Selectmen not to grant licenses for theatrical performances. The vote stood twelve in favor and five hundred and sixty-six as opposed to granting them. It was thought that if the voting had not been open there would have been more favorable votes.

On March 24, 1847, Hough's Temperance Company played "Othello" in Liberty Hall. J. P. Addams appeared as Othello, Mr. Anderson as Iago, and Mrs. Hough as Desdemona.

Here it may be well to speak of Liberty Hall. After the present stone Unitarian church on Union street was finished (it was dedicated May 24, 1834) the old meeting house (built 1795-97) at the corner of Purchase and William streets, was used for lectures, concerts, etc., and

usually spoken of as the old church, etc., though an unsuccessful attempt was made to call it "The Forum." On March 13, 1841, it was sold with land under and adjoining the same. Then it was named Liberty Hall. In March, 1846, it was fitted up as a theatre. On November 9, 1854, it burned down. That was the wooden structure our older citizens recall. On May 20, 1856, a new Liberty Hall of brick was opened on the site of the old one. On February 10, 1864, the interior was burned out. The walls were repaired as well as enlarged and the building again opened on December 5, 1864. That was a few years ago demolished to make way for the Merchants' National Bank.

On April 26, 1852, Miss E. Kimberly played Rosalind in "As You Like It;" two evenings later she played Juliet to the Romeo of Miss A. Hathaway. On March 11, 1853, Wyzeman Marshall played "Hamlet;" on the 14th, "Richard III," and on the 17th, "Othello." Mrs. J. P. Addams was his Ophelia, Queen Elizabeth and Desdemona. On July 4, of the same year, he appeared here as Petruchio in "Taming of the Shrew," while Anna Cruise played Katharina. He was here October 17, 1856, as "Richard III," May 22, 1861, as "Hamlet" and July 4, 1871, as "Petruchio." A company was here from Providence, November 28, 1853, playing "Romeo and Juliet;" Romeo, J. D. Grace; Mercutio, W. C. Forbes; Juliet, Mrs. W. C. Forbes. Bidwell & Marston's Dramatic Company played "Richard III." here on February 26, 1856; Mr. Bidwell was the Duke of Gloster and Miss McPhetres, Queen Elizabeth. They played in Concert Hall, as the old Liberty Hall had been burned and the new one was not finished. I believe Joseph Proctor was the first to bring a play called Shakespeare's on that new stage. It occurred September 16, 1856, when he produced "Othello," he assuming the titular part, with L. P. Roys as Iago and Mrs. W. H. Leighton as Desdemona.

Annie Senter was an actress who could, or would, play any line in the business, besides being at times a manager. On June 15, 1857, her troupe, then called the Varieties, was here and played "Hamlet." George W. Jameson appeared as Hamlet, while she herself was Desdemona. Mrs. Henry Ferren played Katharina in "Taming of the Shrew" on September 17, 1857. George Pouncefort, on May 11, 1859, played "Othello;" his wife playing Desdemona. E. L. Davenport on May 22, 1861, played "Hamlet," and the following evening, "Othello;" Miss Viola Crocker was his leading lady.

Possibly the most notable event in theatrical lines in this city was the visit of Charlotte Cushman, who played here on four consecutive evenings in May, 1861. On the 28th she appeared as Lady Macbeth; J. B. Studley was Macbeth; John Gilbert, first witch, and Miss Viola Crocker, first singing witch. On the 29th the play was "King Henry VII.: Miss Cushman, Queen Katharine; John Gilbert, King Henry; J. B. Studley, Cardinal Wolsey; Miss Crocker, Anna Boleyn. On the even-

ing of the 30th, "Romeo and Juliet" was presented: Miss Cushman as Romeo; Miss Crocker, Juliet; John Gilbert, Friar Lawrence; J. B. Studley, Mercutio. On the next evening the "Merchant of Venice" was produced: Miss Cushman as Portia; Gilbert, Antonio; Carter, Shylock; Studley, Bassanio; and Miss Crocker as Nerissa. The John B. Studley in this company was born in Boston, where he died in 1910. At the time he was playing here his brother, the Rev. W. S. Studley, was the pastor of the County Street Methodist Church. It was said that the parson had never seen his brother on the stage, and the actor had never seen his brother in the pulpit. Edwin Booth played "Hamlet" in Liberty Hall on two occasions—May 26, 1868, and November 19, 1872. Another memorable theatrical treat was on the evening of January 8, 1869, when "Henry the Fourth" was produced with James N. Hackett as Sir John Falstaff, Louis Aldrich as Prince Hal, C. R. Thorne, Jr., as Hotspur, Louisa Morse as Hostess Quickly. On February 23, 1872, Mrs. Macready played Shylock in "Merchant of Venice," and the 20th of the following September she played Lady Macbeth. Milnes Levick was her leading man. Barry Sullivan played "Richard III." May 26, 1876. "Julius Caesar" was presented on November 24, 1876, with E. L. Davenport as Brutus, Lawrence Barrett as Cassius, F. B. Warde as Marc Anthony, and E. K. Collier as Julius Caesar. Junius Brutus Booth played "Richard III." on March 26, 1877. On the 16th of the next month, Charles Fechter appeared as "Hamlet," with Miss Lizzie Price (his wife) as Ophelia. His interpretation of that character, whom he represented as a fair-haired Dane, was somewhat different from the conventional, and the emotions as represented by his face were marvelous. George Rignold, on January 30, 1876, appeared as Henry V.

Most of the great players of contemporaneous times have appeared at the New Bedford Theatre on Union street, and the Opera House which was built from Old Grace Church about thirty-five years ago, the theatre being built where the first "Opera House" stood. Two years ago the Olympia Theatre, seating 2,800 persons, was built on Purchase street.



## CHAPTER XLVIII.

### Visits of Famous Men to New Bedford.

A King and several Presidents have been New Bedford's guests. John Quincy Adams visited New Bedford in 1835, and also, as ex-President, he was a guest of the town in 1843. Abraham Lincoln came here in 1848 to talk at a political meeting of Whigs, and although it is declared in the news of the day that he made a great speech, what he said is not preserved except in the memory of some old citizens.

Ulysses S. Grant, while he occupied the office of President, spent a few hours in New Bedford in 1874, and His Majesty Kalakaua, King of Hawaiian Islands, and his staff, visited this city the same year.

One of the earliest gatherings of interest was when New Bedford paid homage to a hero of the hour in 1813. A public dinner was given to Lieutenant George Parker in honor of his gallant conduct in the action wherein the frigate "Java" surrendered to the "Constitution." "The Mercury" of March 12, 1813, says:

"Between the hours of two and three o'clock p. m. a large and respectable concourse of citizens, attended by an excellent band of music, and escorted by a part of Captain Stall's artillery company, proceeded from Nelson's Hotel in Main street to the bridge, where they met Lieutenant Parker, accompanied by Lieutenant King. On coming off the bridge Lieutenant Parker was greeted with repeated cheers and escorted to the hall of the hotel, where an excellent repast was furnished by Mr. Nelson. The hall was decorated with trophies and devices emblematic of the occasion. The party was very numerous, and hilarity and propriety marked their proceedings.

"Among the toasts were 'Our Naval Heroes,' 'Our Gallant Tars,' 'A Navy to Protect Commerce and Commerce to Support a Navy,' 'Our Constitution—May it be as Well Managed on the Land as it has been on the Water,' 'A Speedy Peace with England on Equitable and Honorable Terms,' 'Russia Rendered Truly Great by Her Successful Opposition to the Destroyer of History'."

After Lieutenant Parker retired, this toast was given: "Lieutenant George Parker, and his brave associates in arms; may our country reward their services with something more substantial than Praise." Many excellent volunteer sentiments received the approbation of the company, but as they are but imperfectly recollected, it would be injustice to those who gave them to attempt a mutilated publication.

The "Constitution" met H. B. M. frigate "Java" of forty-nine guns and manned by over four hundred men about ten leagues off the coast of Brazil on December 20, 1812, and the action continued one hour and fifty-five minutes, in which time the "Java" was made a complete wreck,

having her bowsprit and every mast and spar shot out of her. Commander Bainbridge who commanded the "Constitution" was a naval hero classed with Hull, Decatur and Jones in the celebrations that followed the victory.

Two days before the dinner in New Bedford, the citizens of Fairhaven gave a dinner for Lieutenant Parker at the Academy Hall.

The announcement that "Hon. A. Lincoln" would speak in New Bedford during the Whig campaign of 1848, when Zachary Taylor was the candidate for President and Millard Fillmore for Vice-President, was made in "The Mercury" of September 14, 1848. Mr. Lincoln was then thirty-nine years old, a member of Congress from Illinois, and the rally at which he spoke was held in Liberty Hall.

There is a third of a column report of the rally, one paragraph of which is devoted to what Mr. Lincoln said. The meeting was "large and enthusiastic" and after a resolution introduced by Joseph Grinnell approving the action of the State convention, which had met at Worcester that week, Mr. Lincoln was introduced by J. H. W. Page, chairman of the executive committee. Quoting the report:

Mr. Page, chairman of the executive committee, then introduced the Hon. Abraham Lincoln, member of Congress from Illinois, who had kindly yielded to the earnest solicitations of the committee to come from Worcester to address our citizens. Mr. Lincoln enchain'd the attention of a delighted audience for nearly two hours. His speech covered the whole ground of the national election; and was marked by great originality, clear, conclusive, convincing reasoning, and enlivened by frequent flashes of genuine racy western wit. We have rarely seen a more attentive or interested audience. In fact, he took the house right between wind and water, and made a most admirable and effective speech, which cannot fail to make a lasting impression on his hearers, and to gain friends for that honest old man, and tried patriot, as well as soldier, Zachery Taylor.

The committee deserves and will receive the thanks of the Whigs of New Bedford for securing the services of Mr. Lincoln. After Mr. Lincoln finished his address the audience gave him three hearty cheers, and repeated with rousing cheers for Taylor and Fillmore.

In the fall of 1843 the Whigs of New Bedford had ex-President John Quincy Adams as their guest for a few days, and he spoke at a meeting in the Town Hall. "The Mercury," a Whig organ, had columns of matter endorsing Henry Clay for President, John Davis for Vice-President, George N. Briggs, of Pittsfield, for Governor, and John Reed, of Yarmouth, for Lieutenant-Governor. The national election was a year off, but "The Mercury" and the New Bedford Whigs knew who they wanted as candidates. Says "The Mercury":

Mr. Adams arrived here from Boston on Wednesday evening, September 27, 1843, "by the railroad," accompanied by Peter C. Brooks. He

was received at the depot by the Hon. Joseph Grinnell, to whom our citizens are indebted for the occasion of his present visit to this town, accompanied by a select cavalcade of about forty young men bearing torches, by whom he was escorted through Purchase and Union streets to the mansion of Mr. Grinnell in County street. This novel procession is spoken of by those who had the fortune to witness it as having produced a singularly pleasing and impressive effect, as it was certainly appropriate to the eminent public services of the distinguished civilian and statesman in whose honor it had been unostentatiously arranged under the direction of Major George A. Bourne.

The next day at noon the Town Hall "was thronged with citizens and strangers desirous of exchanging courtesies with the venerable ex-President upon his visit to this town." He was "introduced to the assembled multitude in an appropriate address by J. B. Congdon, Esq., chairman of the Board of Selectmen." Of the address made by ex-President Adams on that occasion "The Mercury" said: "Mr. Adams's reply occupied about twenty minutes in the delivery. The prominent characteristic of the address was, it bore throughout the broad stamp of integrity, purity and patriotism, mingled with occasional flashes of eloquence."

The reporter apologized for the record of the ex-President's speech, and the imperfect outline presented was chiefly from memory, "assisted by such desultory notes as we were able to make during its delivery. In justice to ourself, however, we must premise that owing to the crowded state of the hall, the remarks of the orator were frequently inaudible to us, and therefore that many passages are necessarily wholly omitted." The following sentences from John Quincy Adams's Town Hall speech are good reading to-day:

Fellow citizens, I have been long in the service of my country. In approaching the age of four-score, if there can be any delight in anything to a man, it must be in contemplating the prosperity of his country and in the consciousness that he had contributed his mite to that prosperity. I heard the declaration made by one of my countrymen, distinguished for his talent and eloquence, who was once an inhabitant of this town, now recently returned from Europe, that in his intercourse abroad, with men of talent and deep thinking and stores of learning, they had expressed the sentiment that the experiment of Republican government in this country was a failure.

A failure! The experiment of Republican government a failure! I am not so confident that they are correct in this conclusion. There are three things that must concur to the success of a government. There must be in the first place the action of Providence, there must be the action of government, there must be the action of man, of the people. Now if the experiment of Republican government has been in this country a failure, to what is it attributed? Is it to God? God forbid! Shall it ever be said that God has not done to us his part. No! No! never was a people more favored on the face of the earth since creation. But that favor has not always been exhibited in the form of prosperity. Provi-

dence deals not so with men. Yet the blessing of God is always upon man beyond his deserts. We have had desolating disease, cruel wars, unfortunate seasons, we have had many ills to contend with, but with all these the blessing has never failed, it never will fail.

I came here not to speak to you of politics, but if the question were asked, "Had government done its duty?" I am very much afraid you would all answer, "No." But if I were to ask this assembly wherein government had not done its duty, I think that one portion would say the failure had arisen from this, that, or the other measure, and by the other portion that it was owing to these very same measures that it failed. \* \* \* We should all agree then that the fault in the failure of the experiment—if it is a failure—is in the government. Now how far are the people responsible—right or wrong?

I was here eight years ago and then this town of yours had not half the population that it now has—not half the wealth that has been drawn from the depths of the ocean. I say then that the experiment of a Republican government has not failed. Let the European men of learning who have concluded that the experiment of a Republican government in this country is a failure, let them show the spot on the face of this earth which has failed so successfully. I have witnessed it heretofore—I now witness it.

Daniel Webster's visit to New Bedford was for business, and although he was a great man then, it does not appear that he was either dined or wined. Charles T. Congdon, in his reminiscences, has preserved the record of Mr. Webster's visit as follows:

It was during my school days that I first saw and heard a great man, known afterwards as "the expounder of the constitution," and characterized by his more enthusiastic admirers as "the godlike." In some respects he was not unlike some of the gods mentioned in Lemprière's "Classical Dictionary," but the title was not a fortunate one, and his political opponents made graceless jokes upon it.

When I first saw Daniel Webster he was about fifty years old, and in the full perfection of that manly beauty which made him, of all the public men of his time, the noblest model for sculptors and the fittest subject for painters, before the art of portraiture was so nearly lost. He had not then been broken by disappointment nor bowed by hard work. Every movement of his imposing figure, every glance of his eye, every expression of his countenance, betrayed a consciousness of power, of undaunted confidence in his own intellectual abilities. He was employed in a somewhat singular case, and came to our town to argue it. A young man of fortune, who had killed himself by hard drinking, had, before his death, given a number of promissory notes, the payment of which was disputed by the executor for whom Mr. Webster was retained. The trial created great public interest, and the court room was crowded to repletion.

Mr. Webster was at that time the most popular man in Massachusetts; his noble speech in the Senate, made in 1830—perhaps the noblest which he had ever uttered—was still freshly remembered. I believe that there was nothing which he could then have asked of his fellow citizens in his adopted State, which they would not gladly have granted

him—either office, money, or the most complete deference to his opinions. When he is charged with arrogance and with a spirit of dictation, I think that this should be considered. The feeling which led Massachusetts, solitary and alone, to give him her electoral vote in 1836, changed very slowly, but alas! very surely, as questions came up which tested so severely his statesmanship and political integrity. But at the time of which I am writing, he was the idol of the Massachusetts people. So my chance of getting into the court room to hear his argument was very limited, but his of getting in to make it, at one moment, did not seem to be much better. I was just behind him, and remember how I gazed with reverence at the two brass buttons upon the back of his blue coat.

I recall nothing of his argument save one effective point which he made. A witness for the plaintiff, who was also a partner in the alleged conspiracy to defraud the maker of the notes, had been compelled to admit, under Mr. Webster's rigorous cross-examination, that they had agreed to fling their chances together. When he came to this point in his speech to the jury, the orator's eyes flashed, his nostrils dilated, while, with a significant gesture and in a loud voice, he exclaimed, "They agreed to fling their chances together; and they would be flung together out of any court of justice in Christendom."

I recall an anecdote of Mr. Webster connected with this very trial, which was told me by Charles Henry Warren, who was associated with him in the case. There had been so much delay in its progress that Mr. Webster, who wanted to be back in Boston to entertain a dinner party upon a day which had been fixed, lost his patience and repeatedly declared that he would not argue the case at all. They went home to dinner, during which Mr. Webster remained silent and gloomy. At the end of the repast, he came back to the subject. "Tell your client, Mr. Warren," he said, "that I shall not argue this case." Then the blood of all the Warrens, which was quite as good as the blood of all the Websters, was aroused. "Mr. Webster," said the judge, "my client is your client, and if you have any messages to send to him, you may send them by your own bootblack." Mr. Webster gave a great start, looked fiercely into the fire for about ten minutes, and then, jumping up, with a smile, said, "Charley, isn't it about time to go into court?" And into the court they went, and Mr. Webster did stay to argue the case, and won it, though the verdict was afterwards set aside.

When President U. S. Grant visited New Bedford, August 31, 1874, he came from Martha's Vineyard on steamer "Monohansett." He had visited the camp grounds at Hyannis and Oak Bluffs and also Nantucket. He went from New York to Newport by steamer, and there Mayor Richmond and several members of the New Bedford committee on reception joined the party to make arrangements for his visit to this city.

Alderman Joseph R. Read and Councilman Rufus A. Soule went to the Vineyard on Sunday to return with the President's party Monday, and salutes were fired from the fort on Clark's Point and on Merrill's Wharf. The "Mercury's" record of the events includes the following paragraphs:

The trip to the boat (at the Vineyard) was most unostentatious, the party taking a horse car to the camp meeting landing, where a small crowd of people were in waiting, and who received their chief with cheers. The party was made up of the President and wife, General Babcock and wife, the Misses Barnes and Campbell, Bishop Haven and Dr. Tiffany, with his wife, two sons and a daughter. Postmaster-General Jewell withdrew from the party early in the morning on account of urgent business at Washington. Nothing worthy of mention occurred on the voyage here, the President spending most of his time in social conversation or in making his autograph for several young ladies on board. During a portion of the trip he occupied the wheel house.

The boat came into the harbor shortly after 11 o'clock, and her appearance was the signal for a salute from the fort on Clark's Point. Sergeant Bradford fired them without assistance, having previously loaded sufficient guns, and merely having to jump from one to another. In a moment more Fort Phoenix commenced to salute, and as the steamer passed Palmer's Island, another was begun by Lieutenant Fisher's light artillery stationed on Merrill's Wharf.

The President was met on the wharf by Mayor Richmond, Aldermen Knowles and Kilburn, and Councilmen Benjamin, Thayer and Tucker. There was a parade to City Hall, Edwin Dews being chief marshal, S. C. Hart and J. L. Gilman aides, the City Guards, Captain D. A. Butler. Posts 1 and 146 formed a hollow square as a bodyguard for the President's carriage.

The Schouler Guards also took part in the procession. The bands were Smith's American, Israel Smith, leader, and the New Bedford band, George Hill, leader. Two hours after landing, the party arrived at City Hall, where the reception was held and two thousand people shook the hand of the President. During the reception the New Bedford band played, and the reporter records that "they were highly complimented by General Babcock, who pronounced their selections the best he had ever heard for hall music from a brass band."

"There was no cheering at the wharf or on the passage through the streets, which were lined with people," says "The Mercury." "Flags and handkerchiefs were moved everywhere and on several occasions bouquets were thrown to the President. He gracefully acknowledged the gift of a beautiful bouquet thrown to him by the little daughter of Mr. Cook at the corner of Fourth and Bush streets. Thomas W. Macomber, of Hill street, gave him a very handsome bouquet." After dinner at the Parker House, President Grant left on a special train for Fall River to return to New York by boat.

His Majesty, David Kalakaua, King of the Hawaiian Islands, arrived in this city Thursday morning, December 31, 1874, and proceeded at once to rooms prepared at the Parker House. "The Mercury" reporter described his quarters as follows:

The rooms assigned to the King at the Parker House are in the northwest corner of the second story, and are elegantly fitted up with handsome furniture from the establishment of E. E. Hitch & Co. Mr. L. B. Ellis has kindly loaned a number of paintings by New Bedford artists for the decoration of the walls. Among them are: "After the Storm," by C. H. Gifford; "Birch Trees," by L. D. Eldred; "City of New Bedford," by William Wall; "Coast Scene," by Edmund Rodman; "Moonlight," by Arthur Cumming; "The Greek Water Carrier," by J. O. Eaton; "Rock Study," by Gabriella T. Eddy; "Sand Hills at Horseneck," by W. Ferdinand Macy; "Shores Scene," by R. N. Crowell; "Coast of Labrador," by William Bradford; "Landscape," by Clement N. Swift.

There was no formal ceremony on the arrival of the party at the Parker House. The King was received by Mayor George B. Richmond, and presented to a few gentlemen and ladies who happened to be present. The party then took supper and were left in quietness.

The members of the royal party were: King Kalakaua, Hon. E. H. Allen, Chief Justice of the Supreme Court and Chancellor of the King; His Excellency John O. Dominis, Governor of Oahu; His Excellency John M. Kapena, Governor of Maine; Colonel W. M. Wherry, United States Army; Lieutenant Commander W. H. Whiting, United States Navy; Lieutenant George M. Totten, United States Navy; Lieutenant Aulick Palmer, United States Marines; three servants.

Aldermen Read and Buckminster, Councilmen Soule, Brown, Swift and Daimaron, were the reception committee of the city council, and Friday, with City Marshal Frost, the royal party visited the Potomska Mills, and a reception was held at the residence of Mayor Richmond, previous to a public gathering at City Hall and a dinner at the Parker House. At Mayor Richmond's home a large number of ship masters who had visited the Sandwich Islands on their cruises were presented to the King.

At the City Hall meeting the King did not make a speech as he was suffering from a cold. Chief Justice Allen responded for him, and he spoke of the intimate relations that always existed between the Sandwich Islands and New Bedford. "New Bedford men who have never seen Sandwich Islands are well known there," he said. "The name of Howland, Tucker, Parker, Swift and Perry are as household words." The King and his party left the city during the afternoon.

In recent years Grover Cleveland frequently slipped to New Bedford for a brief visit when he made his summer home in Marion. He was entertained at a clambake given here the summer following his second term as President, and among the visitors in his party was Admiral "Bob" Evans. Ex-Presidents Taft and Roosevelt have made addresses in the city within a few years.

## CHAPTER XLIX.

### The Final Chapter.

In the preceding chapters we have recorded the enterprise and success of the men of New Bedford in amassing wealth in two great industries, in each of which the city attained first rank.

It is our pleasure to relate in this closing chapter the generosity and sacrifices of the people in giving of service and money for their country when the demand came. If this history had been printed a year ago, it would have lacked a feature which is the proudest chapter in the city's record. "When the hour of trouble comes," wrote Scott, the novelist, "it is not what we have done for ourselves, but what we have done for others that we think on most pleasantly."

At the outbreak of the war the Committee of One Hundred, Thomas S. Hathaway, chairman, took up the active work of caring for the families of the men who went to the war, and this committee rendered other public service of an important nature.

Red Cross activities were taken up by many societies, and the people at large, and the heirs of Frederick Grinnell placed the great stone mansion on County street at the disposal of the organization as headquarters.

Next came the calls for enlistments and then for contributions to one fund after another. In every instance the citizens went beyond the allotment of service required of them. At the time of writing the last chapter the work is incomplete, but the statistics of ten months' service is available.

In all over 3,500 young men have entered the United States army and navy service as follows: Army recruiting, 1,300; naval reserve forces, 1,000; G Company, 55; Battery D, Fort Banks, 150; Battery D, France, 200; drafted men, 900.

On the first issue of Liberty bonds, New Bedford took up a subscription of \$5,000,000. On the second issue the subscription aggregated \$7,500,000. The city has contributed to the Young Men's Christian Association war work fund, \$155,000; to the Red Cross, \$162,850; Knights of Columbus, \$65,600; Jewish Relief, \$30,000; Halifax Relief, \$20,000; Armenian-Syrian Relief, \$10,000; Battery D, France, \$675; British Relief, \$5,584; Library fund, \$5,544; Salvation Army, \$5,000; Committee of One Hundred, \$3,281; Belgian Relief, \$3,000; Battery D, Fort Banks, \$2,091; Draft Army fund, \$1,500; Naval Reserve equipment, \$950; Italian Relief, \$865; Red Star, animal, \$689; Draft recreation, \$500; Fort Getty, \$116; tobacco for soldiers, \$670.

In addition the Red Cross has furnished 300,000 surgical dressings, 5,800 hospital garments, 10,000 sweaters and knitted articles, as well as many miscellaneous articles, and raised a local membership of 35,000.

New Bedford is manifesting the same spirit and enterprise in giving that it devoted to accumulating, and is looking to further service to the Nation in whatsoever form the call may come.







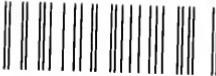


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